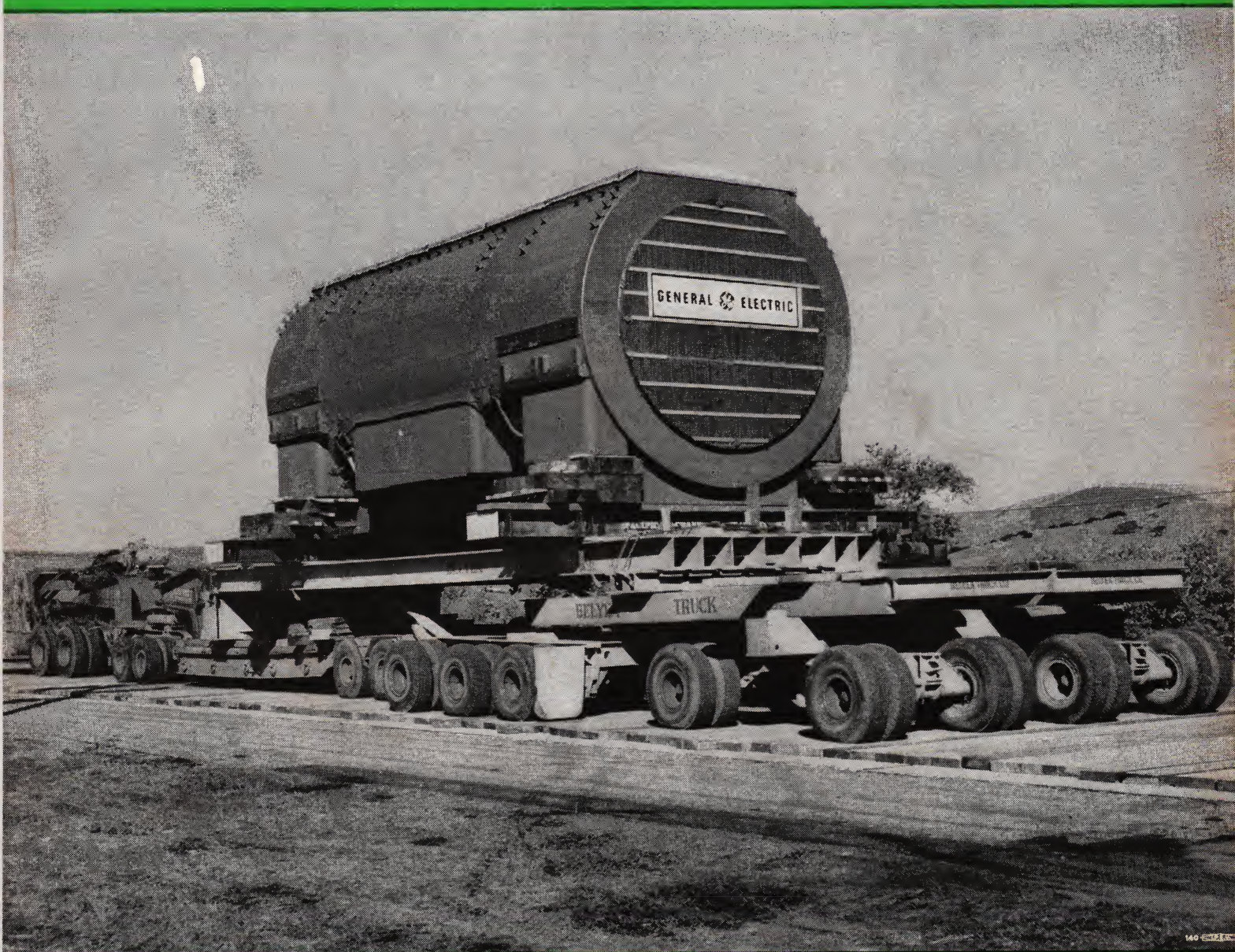


THE **T** INTERNATIONAL **eamster**

FEBRUARY 1955



HEAVIEST HAUL

Teamsters move 228-ton stator in what is believed the heaviest haul ever made by truck.

(Story inside)

TEAMSTERS

SALUTE

VIRGINIA



"Old Dominion," the state of Virginia, has long been called the home of Presidents, but the state has much more of which to be proud than the men who have occupied the White House.

Many other great Americans saw the first light of day in the crude cabins of the southernmost Middle Atlantic state, not the least of them in terms of state pride being Patrick Henry, the patriot; Robert E. Lee, probably the greatest military strategist of all time, and America's greatest chief justice, John Marshall.

Virginia is proud, naturally, of its people, but the state has one eye to the past while the other is on the future. The state had the South's most tremendous rebuilding job by far after the War Between the States.

Of the six great impacts made upon the Confederacy, four were upon Virginia soil. Reactionaries in the U. S. Congress were particularly bitter against Virginia after the war and they overrode Abraham Lincoln's reconstruction plan when it was submitted by Andrew Johnson.

These reactionaries passed over President Johnson's veto a radical act which left Virginia helpless and made generations of Virginians hate "Damyankes" with impassioned fury.

The 20 years following the war were years of humiliation, poverty and political strife. Farms were deserted, businesses were seized by "carpetbaggers" and many Virginia people left the state to escape oppression. In addition, a bill for internal improvements of \$45 million was left over from work done before the war.

The State Treasury was worse than bankrupt.

Virginia gradually regained its composure and the spirit of greatness once more began to ease forward. New school programs were started, the tobacco business and its allied industries once again began to prosper.

Its population grew from 1,225,000 in 1870 to 2,061,000 in 1910. By 1950, the population had increased to 3,318,680, a jump of 23.9 per cent in only 10 years.

Education in Virginia, as in all states, has not kept up with the increasing population, but the State has a large number of private and parochial schools and 10 institutions of higher learning which receive support from the state government.

Important industries in Virginia include agriculture and livestock, from which 802,000 persons derived their living in 1945; fisheries, which produced 348,320,800 pounds valued at \$20,198,282 in 1950, exceeding all Gulf or Atlantic Coastal states except Massachusetts and Louisiana; mines and quarries, in which the state ranks 19th in production with 887 mines and quarries employing 20,267 workers; manufacturing, in which wages increased from \$44,873,000 in 1914 to \$117,576,116 in 1929 and to \$533,716,000 in 1949.



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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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Letter

from General President **DAVE BECK**

WITH this issue of THE INTERNATIONAL TEAMSTER appears a news report on the proposed new highway program which was recommended by the President's Committee on the National Highway Program. I had the honor of serving on this committee under the able chairmanship of General Lucius D. Clay.

This report, issued January 11, has had a remarkably fine reception and the publicity and educational value of the report in focusing attention on the nation's highway problem will be incalculable. Not only has the report received extensive coverage in the technical, professional and trade press, but it has received wide attention in the general press.

The need for an improved highway program was pointed out last summer when President Eisenhower sent a message to the Governors' Conference. The President, through his long military experience, has shown an extraordinary grasp of the highway problem, a grasp which led him to propose that a really—as he put it—“grand plan” on a long range basis be developed.

The President could have scarcely found a more able public figure to head his committee than General Clay, a distinguished citizen who has proved his capabilities in war and peace through years of public service. The general's handling and administration of the committee work was well in keeping with his reputation as an engineer and administrator in getting things done efficiently. It was both an honor and a pleasure to serve with him.

The task before the President's Committee was a formidable one. The nation has had numerous studies in highway and road situations and programs in years gone by. The important fact is that our population is expanding so rapidly and motor vehicles are increasing so fast that all past studies in relation to today's highways and their needs are completely obsolete. It fell, therefore, to our committee to update all information and to take a fresh look at the demands of the times in terms of highways.

In developing its program, the Committee sought information from a variety of sources. In October hearings were held in which 22 organizations with a direct interest in the traffic problem appeared. Each of these organizations was able to present information or points of view on ways and means of overcoming the tremendous problem caused by the traffic tangle of today. The organizations were willing and able to be helpful to our Committee.

The Governor's Conference had named its own committee to make a study of the highway situation and our Committee was fortunate enough to have the studies of that group for consideration. The Governors' Committee gave its report in December. We were also able to receive cooperation and information from the various Government departments, working espe-

cially with the Inter-Agency Committee which was set up to study the highway problem.

The Committee's own staff studies supplemented the data submitted by outside or Government organizations. We can say that we were given excellent cooperation from individuals, organizations and departments in attempting to work out a satisfactory series of recommendations for the White House.

One of the important attributes of the experience of serving with this committee was the encouraging fact that the overriding desire of everyone, both on the Committee and outside the Committee, seemed to be to reach recommendations which would be in the best interests of the country. Too often in special studies of this kind, there is a disposition for special interests of pressure groups to get their licks in and attempt to influence the course of action in a way favorable to them. In the case of the highway study, I would not like to say that the organizations which appeared did not present their own interests and stories intelligently. The fact is, however, that everyone seemed to be genuinely eager to help the committee to do a job which would be in the overall interests of the country.

The growing importance of highway transport and the place which motor transport occupies in the economy of the nation today will doubtless be a revelation to many who read the President's Committee's report. The Committee found that one out of every seven persons employed in the United States works in some aspect of the highway transport industries. That means that manufacturing, sales and distribution of vehicles, parts and supplies, road employes, truck, and bus drivers and other employes all add up to a very sizable army of workers. The Committee pointed out that one out of every six retail, wholesale and service businesses is connected with motor vehicles.

Our nation is growing so rapidly that in the foreseeable future we will have a simply fantastic traffic jam unless we speed up the pace with which we are building and modernizing our highways. Last year we had 58 million vehicles which traveled some 557 billion vehicle miles during the year. The best estimates which the Committee could project on the basis of available data indicated that by 1965—just ten years away—we would have 81 million vehicles or an increase of 40 per cent and these will travel, as we estimate, 814 billion vehicle miles. Our population will be about 180 millions of people—and all of these figures we believe to be on the conservative side. The traffic jam today is serious! Some of our cities are being literally strangled in congestion caused by traffic which cannot be adequately handled. This traffic jam is reaching out of our great cities and causing difficulties on the open road. A "grand plan" is long overdue.

One of the aspects of the Committee's report which did not receive the degree of attention which it should have, perhaps, concerns the safety factor. When President Eisenhower drew the governors' attention to the need for a new highway program he especially cited the loss of life on the highway. He said the annual death toll is "comparable to the casualties of a bloody war, beyond calculation in human terms."

Our Committee found abundant evidence on the safety factor alone which would justify the expenditure of great sums of money to improve

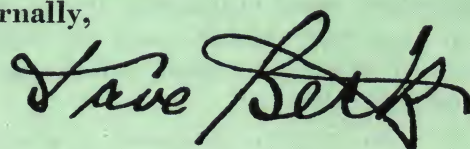
our highway program. The death rate, we found, is only 25 to 50 per cent as great on high-type heavily traveled highways as it is on less adequate roads. The high accident rate means high insurance rates also. The average motorist today may not realize that he is paying considerably more for insurance to protect himself against accidents' costs than he is paying for state fuel taxes and license fees which supply most of the entire financial support for the streets and highways over which he travels.

The breakdown of the \$101 billion highway program developed by the President's Committee is indicated in the news story in this issue. It should be noted that the Committee did not ask for *more* roads but for *more adequate* roads. The emphasis on road needs was placed on modernization and accelerating the pace of road construction and improvement.

No one is more conscious of the need for better highways than the truck driver. Good roads, adequately constructed with proper materials and adequate widths and safety factors mean that commercial traffic can move on schedule without the interruptions caused by inadequate highways. Being able to move highway freight on schedule means payloads on time to fleet owners and prompt service to the customer and shipper. These results in turn add up to more needs for highway drivers.

A better highway system is an imperative need for the nation—for its economic advance, for its civil defense and for its military security. I believe that our Committee has made a real contribution to thinking and planning on the highway program and I hope that this recommended program receives earnest and thoughtful consideration by our Members of Congress and other public officials in the weeks and months ahead.

Fraternally,



Trucking Industry Opposes Rail Truckers

The campaign being conducted by the nation's railroads for broader trucking authority is generally meeting bitter opposition from members of the regular trucking industry. The truckers accuse the railroads of seeking to dominate the trucking business by virtue of their size.

James F. Pinkney, general counsel of the American Trucking Associations, commenting on the situation, had this to say recently: "The principal issue involved in railroad trucking applications has been the issue of whether or not rail lines should be permitted to set up unrestricted trucking operations which are competitive not only with the

independently operated truck lines, but also with the railroads' own service."

If the railroads should win unrestricted trucking authority, the A. T. A. foresees this result: "The railroads on carefully selected traffic at carefully selected points would sharply reduce certain rates so as to undercut certain of their motor-carrier competitors. Considering the great imbalance in economic strength between the average railroad and the average independent motor carrier, the latter could not long survive."

To such arguments, however, the rail men retort by saying that the trucking industry is no longer a "weak sister" which has to be protected from competition.

That the rail truckers have growing ambitions to enlarge still more

their already sizable trucking operations and shake off the remaining curbs placed on their highway activities by the I. C. C. is quite apparent.

Until recently, the I. C. C. has generally prohibited the rail truckers from serving points not directly on their rail lines. It has also imposed "key point" restrictions, whereby railroads cannot truck freight past certain points but, instead, must transfer the freight into a rail car. Railroads which operated trucking subsidiaries on June 1, 1935, are exempt from this curb.

The I. C. C., however, in December, 1954, granted the Rock Island Railroad unrestricted authority to haul motor freight over some 6,000-odd miles of routes stretching from

(Continued on page 32)

United Action by Four AFL Unions

New National Joint Committee on Heavy and Highway Construction Acts to Protect Jurisdictions

UNITED action by the International Brotherhood of Teamsters, the Laborers, Engineers and Carpenters to protect their jurisdiction in the heavy construction field took another long step forward in January when more than 100 representatives from 35 states met in Washington.

The meeting was called by the recently organized National Joint Committee on Heavy and Highway Construction in order to map the regional areas and designate area committees by participating unions.

The committee set-up includes all the states east of the Far West (outside the Western Conference area) and area committees have been designated to work on behalf of the National Committee in their respective sections of the country.

At the meeting which was held January 7 at the Hamilton Hotel in Washington, representatives of each of the participating unions spoke and reported on activities on behalf of their international organizations. Vice President James R. Hoffa, Detroit, Mich., president of the Central States Conference of Teamsters, and Harold Thirion, director of the Building Materials and Construction Drivers' Division, spoke to the representatives on behalf of the Teamsters.

The all-day session of the representatives was devoted to a thorough

exploration of ways and means of protecting American Federation of Labor jurisdiction on contracts involving highway and heavy construction throughout the East, South and Middle West and New England.

Spokesmen for the unions stressed the fact that the National Committee was set up to protect the jurisdiction of AFL unions from invasion from any source and from the inroads of nonunion contractors.

Following the discussion of problems facing the National Committee,

the area committees were selected by representatives present and the committees announced at the afternoon session. Harold Thirion announced the following area committees serving the new regions as outlined under the National Committee program:

AREA 1, Michigan and Indiana: James R. Hoffa, Detroit, Mich., for Michigan, and Gene Sans Souci, Indianapolis, Ind., for Indiana.

AREA 2, Ohio and Kentucky: William Presser, Cleveland, Ohio, for Ohio, and Paul Priddy, Louisville, Ky., for Kentucky.

AREA 3, Virginia, West Virginia, Maryland and the District of Columbia: W. Dan Anderson, Parkersburg, W. Va., for Virginia and West Virginia; Paul Brandt, Baltimore, Md., for Maryland and the District of Columbia.

AREA 4, Maine, New Hampshire and Vermont: David Hastings, Portland, Me., for Maine; Basil D. French, Manchester, N. H., for New Hampshire, and Frederick Dykman, Barre, Vt., for Vermont.

AREA 5, Pennsylvania and Delaware: Louis Gizzi, Pittsburgh, Pa., for western Pennsylvania, and Thomas McDonald, Philadelphia, Pa., for eastern Pennsylvania and Delaware.

AREA 6, Massachusetts, Connecticut and Rhode Island: Frank McMorro, Boston, Mass., for area.

AREA 7, Illinois, Missouri and Kansas: Vice President John T. O'Brien, Chicago, Ill., for the area covered by J. C. 25, Chicago, and E. E. Hughes for remainder of Illinois; Harold Gibbons, St. Louis, Mo., for Missouri and Kansas.

AREA 8, New York and New Jersey: John T. O'Rourke, New York City, for both states, with Anthony Capone, Rochester, N. Y., for upstate New York.

AREA 9, North and South Carolina and Tennessee: A. L. Gunter, Charlotte, N. C., for area.

AREA 10, Georgia, Alabama and



Representatives of four major AFL unions from the construction trades met recently in the board room of the Laborers' Headquarters in Washington. Left to right, around the table, were Raleigh Rajoppi, Carpenters; Harold Gibbons and James R. Hoffa, Teamsters; Hunter Wharton and Paul Larson, Operating Engineers; Harold Thirion, Teamsters; Peter Fosco and Vincent Morreale, Laborers.

Florida: M. R. Dixon, East Point, Ga., for area.

AREA 11, Mississippi, Louisiana and Arkansas: R. B. Bunch, Shreveport, La., for area.

AREA 12, Oklahoma and Texas: W. W. Teague, Dallas, Tex., for area.

AREA 13, Wisconsin and Minnesota: Emmett Terry, Green Bay, Wis., for Wisconsin, and Gordon Conklin, St. Paul, Minn., for Minnesota.

AREA 14, Iowa, Nebraska, North and South Dakota: James White, Cedar Rapids, Iowa, for Iowa; Burt Parkers, Omaha, Nebr., for Nebraska; Ted St. Peter, Fargo, N. Dak., for North Dakota, and Greg Helwig, Sioux Falls, S. Dak., for South Dakota.

BUREAU ESTABLISHED

Representatives at the Washington meeting last month were informed that the National Joint Committee had established a National Educational and Information Bureau to serve the four unions in the committee heavy construction program. It was explained at the meeting that the office is exactly what the name implies, "an information and educational bureau." The office has no policy authority delegated to it by the National Joint Committee. The bureau, it was emphasized, is de-

signed to be a fact-finding and fact-distributing agency.

The bureau subscribes to numerous statistical and construction information services so it can compile information and records on upcoming contracts and heavy construction projects. Not only is information on contracts sent out, but the reports from the bureau include data on types of projects, size and, if available, the name of the awarding agency. By providing the field personnel of the four unions with the information, the area committees and local unions in the joint set-up will be forewarned about oncoming work and will be able to protect their jurisdiction.

PRINCIPAL ARGUMENT

One of the principal arguments in favor of the joint program is the fact that the four unions in the heavy industry field, by joining together and avoiding work stoppages, can guarantee to a bidder that his work will go through and not be shut down due to a jurisdictional difference among any of the participating unions in the program.

At the meeting Vice President Hoffa made an appeal for the representatives to "go home and practice what we are preaching." Mr. Hoffa told the representatives that "... we should not practice the philosophy of

working together in meetings such as this and then go home and have a fight and ruin all of the supposed success that comes out of these meetings."

DISTRICT 50 THREAT

Harold Thirion, in his remarks, drew attention to the threat of the United Construction Workers of District 50, saying:

"This threat of District 50 is very serious and we are only lulling ourselves to sleep if we take it lightly. The only way we are going to show any degree of success is by this full cooperation and coordination in practice rather than in words . . . unless we can develop on the local level as well as the top level, we are not going to be successful in combating District 50 . . . they are not going to be discouraged by defeats here and there and they are going to try to invade the industry over a long pull, whether it takes one, two, three or four years."

Chairman of the meeting was Peter Fosco, secretary-treasurer of the Laborers' International Union. He and Vincent F. Morreale represented the Laborers; Raleigh Rajoppi and Clayton Shaw represented the Carpenters; Paul Larson and Hunter Wharton represented the Operating Engineers. These representatives had been named by their respective international presidents.

Philadelphia Drivers Receive Wage Boost

Approximately 20,000 truck drivers in the Philadelphia area have received wage boosts totaling about 40 cents per hour during the next two years under a new contract recently negotiated by seven local unions in and around Philadelphia, all of them affiliated with Joint Council 53, Philadelphia.

The majority group to receive these increases is approximately 10,000 members of Highway Truck Drivers and Helpers Local Union 107, Philadelphia. Members of Local 676, Camden, N. J.; Local 331, Atlantic City, N. J.; Local 470, Philadelphia; Local 929, Philadel-

phia; Local 384, Norristown, Pa., and Local 312, Chester, Pa., also received the increase.

These Teamsters in the Philadelphia area are employed by approximately 1,000 different companies in both over-the-road and local cartage, as well as by a number of private truckmen.

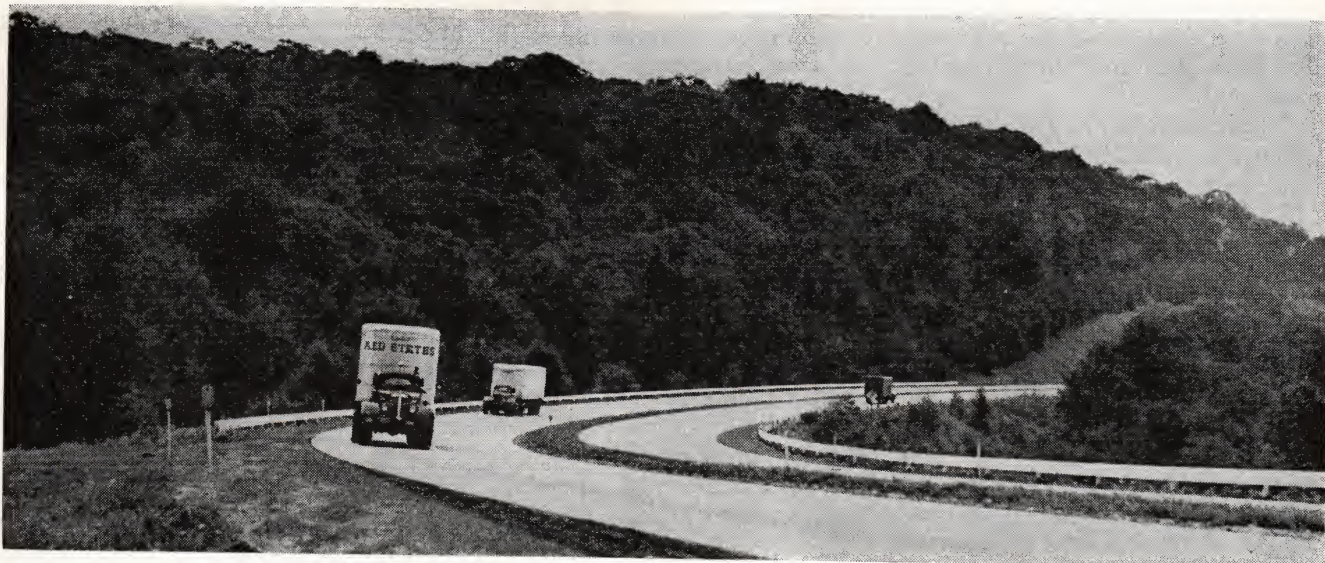
Under this new agreement, effective January 1, 1955, local drivers receive a 30-cents-per-hour increase with an additional 10-cents-per-hour increase to be paid during the second year of the agreement. Helpers and platform men received similar increases. Some of the over-the-road men received increases totaling as much as 66 cents per hour over the two-year period.

Drivers for the grocery companies

and food stores in the Philadelphia area, comprising approximately 1,000 members, received 40-cents-per-hour wage increases for the first year and will receive an additional 17 cents per hour for the second year. These wholesale grocers and food stores also received a reduction in hours, putting them on an eight-hour day, five days per week for the first time.

Approximately 1,000 members of Local 107 employed at Wilmington, Del., received the same increase as a result of negotiations with their employers.

The employers also agreed for the first time to clauses in the contract clearly spelling out the right of union members to respect picket lines. There was also a "hot cargo" clause included in the agreement.



Vast U.S. Highway Program Proposed

Presidential Advisory Committee, of Which General President Beck Is a Member, Sends Proposed \$101-Billion Program to White House

"A safe and efficient highway network is essential to America's military and civil defense and to the economy. The existing system is inadequate for both current and future needs. It must be improved to meet urgent requirements of a growing population and an expanding economy."

—From "A 10-Year National Highway Program," the official report of the President's Advisory Committee on a National Highway Program.

THE nation has before it a comprehensive recommendation for a \$101-billion ten-year highway program as the result of detailed studies made by the President's Advisory Committee on a highway program.

The committee, of which General President Dave Beck is a member, is headed by General Lucius D. Clay. The 76-page report, calling for ways and means of meeting "urgent needs," proposed expenditures totaling some \$31 billion and expenditures by the states aggregating the balance to make out the outlays for highway needs. The ratio proposed by the committee on a 30 per cent Federal and 70 per cent state and local financing was made in the report which included an impressive body of supporting data.

The President's Committee, in addition to General Clay and President Beck, included Stephen D. Bechtel, San Francisco, Calif., president of the Bechtel Corporation; S. Sloan Colt, New York City, president of the Bankers' Trust Company, and William A. Roberts, Milwaukee, Wis., president of the Allis-Chalmers Manufacturing Company.

The general recommendations and conclusions of the committee as submitted to the White House January 11 included:

1. The demand for a "safe and efficient highway network" to meet civil and military requirements.

2. A statement of the ten-year construction needs totalling \$101 billion which would include completion "to meet modern standards" of

the 37,600 miles of the National System of Interstate Highways. The committee observed that at the present rate of programming during the ten-year period \$47 billion would be spent, leaving a gap of \$54 billion, unless remedial action is taken.

3. The committee concurred in the recommendation of the Governors' Conference that the Federal share be 30 per cent and the share of state, city and county units be 70 per cent.

4. An estimate was given of \$27 billion as the cost of the interstate network together with the necessary interurban connecting arterials.

5. The Federal share of the interstate network construction should be financed by bonds issued by a Federal Highway Corporation created for this purpose by Congress. The corporation would have a board of directors of three persons appointed by the President and confirmed by the Senate with the Secretaries of Commerce and Treasury serving as ex-officio members.

6. Toll roads "may be included" in the interstate network, but the committee pointed out that "toll

financing is not a satisfactory solution to the full problem of network modernization."

7. Credit should be given to states which have already built a part of the interstate system.

8. A continuation of the traditional Federal aid to states was recommended.

9. States should revise laws, where necessary, to speed economical completion of the roads program and Congress should provide for the use of the Federal right of eminent domain to acquire right-of-way land for the interstate system.

These recommendations and conclusions were presented in the ten-year program report following several weeks of study by the committee. The recommendations had their origin last July when President Eisenhower sent a message to the Governors' Conference calling for a "grand plan" of highway improvement. In conveying his message to the governors, Mr. Eisenhower said of the highway network:

"It is obsolete because part of it just happened. It was governed in the beginning by terrain, existing Indian trails, cattle trails, arbitrary

section lines. It was designed largely for local movements at low speeds of one or two horsepower. It has been adjusted, it is true, at intervals to meet metropolitan traffic gluts, transcontinental movement and increased horsepower. But it has never been completely overhauled or planned to satisfy the needs ten years ahead."

The President further pointed out in spelling out needs that modern demands and changes are coming so rapidly we can no longer ignore the pressing needs of the nation's economy for a better roads program. He indicated that a population of 200 million people by 1970 would bring serious needs and called for a "grand plan for a properly articulated (highway) system that solves the problems of speedy, safe transcontinental travel—intercity transportation—access highways—and farm-to-farm movement—metropolitan area congestion—bottlenecks—parking."

This was a large order, indeed, but action was undertaken on both the state and Federal fronts. The Governors' Conference authorized an immediate study by a seven-man

The Toll Road Picture

- Seven states have 988 miles of toll roads in operation.
- An additional 1,200 miles are under construction or already financed.
- Seventeen states have authority to study and plan 4,000 miles of toll roads.
- Thirteen states have proposed, but not authorized, another 3,500 miles of toll roads.

committee comprised of Governors Frank J. Lausche (Ohio), Howard Pyle (Arizona), John Lodge (Connecticut), Lawrence W. Wetherby (Kentucky), Paul Patterson (Oregon), Allan Shivers (Texas), and Walter Kohler, Jr. (Wisconsin), who was chairman.

In the Federal Government an Interagency Committee undertook studies and is scheduled to submit a report shortly to the President. This committee included representatives from the Departments of Defense, Commerce, Agriculture and Treasury, the Bureau of the Budget and the President's Council of Economic Advisors.

On September 7, Mr. Eisenhower appointed the President's Advisory Committee on a National Highway Program. This committee held hearings October 7 and 8 at which 22 organizations were represented and presented their views on a proposed highway program. The Governors' Committee submitted its report to the President December 3, 1954, and the President's Committee, known popularly as the "Clay Committee," has been able to draw upon this report for study and data. President Beck participated in the hearings and in the sessions of the committee during its four-month tenure.

In giving supporting data and background for its recommendations, the committee pointed out that the "motor vehicle has come to occupy a unique place in America" and accounts for 14 per cent of the gross national product. The committee said that "one out of every six retail, wholesale and service businesses is connected with motor ve-



President Eisenhower, seated, confers with the members of the President's Advisory Committee for a National Highway Program, White House, January 11, 1955. Standing, left to right: Gen. Lucius D. Clay, committee chairman; Frank C. Turner, committee executive secretary; Stephen D. Bechtel, president, Bechtel Corporation, San Francisco; S. Sloan Colt, president, Bankers' Trust Company, New York City; William A. Roberts, president, Allis-Chalmers Corporation, Milwaukee; Dave Beck, Teamsters president.

hicles." The committee drew attention not only to the present importance of highways, but also to the increasing importance of motor transport and the needs—not for "more" but for "more adequate" roads.

The committee outlined the growth and development of the highway system and laid special emphasis on the national system of interstate highways which embraces 1.2 per cent of the total mileage, joins 42 state capitals and 90 per cent of the cities of 50,000 population. This system, it was noted, "... carries more than one-seventh of all traffic, one-fifth of the rural traffic, serves 65 per cent of the urban and 45 per cent of the rural population and is the key network from the standpoint of Federal interest in productivity and national defense."

The present highway situation is dramatically noted in a topic called "The Traffic Jam" in the 76-page report. We now have 58 million motor vehicles, or "one for every 700 feet every lane in both directions, on all streets and highways of the nation." This fleet travelled in 1954 an estimated 557 billion vehicle-miles. But as bad as this traffic problem is, the committee foresees a worse one as vehicles increase. By 1965 it is estimated that the nation will have 81 million vehicles which will travel an estimated 814 billion vehicle-miles. These esti-



Adequate bridges are needed to handle metropolitan commuters.

mates are called "conservative"—the real developments, it is inferred, may be much more spectacular.

Before going into financial details of a ten-year program, the report indicates reasons for present inadequacies. Greatly increased numbers of motor units, increased weights, higher speeds, heavier axle loads, a four-year World War II moratorium on construction and shrinkage in the purchasing power of the highway dollar have spelled out serious deterioration of our highways.

The safety factor was also cited and President Eisenhower was again quoted. He said we have "an annual death toll comparable to the casualties of a bloody war, beyond calculation in human terms." The report

says that the death toll "on high-type, heavily traveled arteries with modern design, including control of access, is only a fourth to half as high as it is on less adequate highways."

In discussing financial needs, the committee pointed out that all previous estimates have been made obsolete by the rapidly changing conditions wrought by motor transport. A report of 1948 is out of date by 40 per cent, it was noted. The preliminary totals for the ten-year program needs call for \$68 billion in Federal aid systems, including \$23 billion for the interstate system, \$30 billion for the primary and \$15 billion for the secondary system and a total of \$33 billion for other roads and streets.

Saying it "is clearly necessary in the national interest to accelerate the program," the Clay Committee said that at the current rate of improvement the interstate network would not reach even "a tolerable level of efficiency" in half a century. The cost of modernizing the presently designated interstate system mileage in ten years would be \$23 billion.

Bridges and tunnels should be financed on a toll system, the committee said, in discussing state needs and potentials. But toll financing is not the complete answer, the report said. New urban feeder routes should be federally financed in order to make the main system more useful, it was recommended.

In summarizing its financial recommendations, the President's Committee said that \$25 billion in the ten-year program should be financed through the recommended Federal Highway Corporation and that \$6.23 billion should be provided through regular Federal aid programs. At the same time the committee spelled out the states' financial responsibility and said that these units should, in the ten years, provide approximately \$41 billion for their part of Federal systems, \$17 billion for other rural roads and \$12 billion for other (non-federally aided) city streets. Thus the states would provide approximately \$70 billion and the Federal Government \$31. The committee said specifically that it "offers no

(Continued on page 29)



To permit uninterrupted flow of vehicles on our highways and interurban expressways more clover-leaf interchanges are planned by our highway engineers.

VIRGINIA'S

JC 83

crash. He was succeeded by the then vice president and now elected president, A. B. Buchanan, Jr., also president of his own local, 592. Other officers of the Joint Council are Vice President Lee R. Brown, president of L. U. 822; Secretary-Treasurer Russell Brown, also secretary-treasurer of Local 322; Recording Secretary P. N. Anderson, also recording secretary of Local 822, and Trustees A. B. Barber, secretary-treasurer of Local 171; Grover C. Newell, trustee of 592, and J. L. Thompson, trustee of 539.

Local 592 in Roanoke is the

RICHMOND

VIRGINIA, the first state, where eight presidents were born, has a quiet revolution brewing. Soft-spoken Virginians, who can scarcely be heard when they give you their names, are slow to rebel. Virginia was the last state to join the Confederacy but was perhaps the hardest fighter for the cause, once espoused.

This is no armed rebellion. It is a rebellion against the Bourbonism and paternalism of business and industry that have held all Southern workers in economic chains almost since Abe Lincoln freed the Negro slaves. Southern businessmen have devised their own economic chains at which Teamsters Joint Council 83 is now chipping away; steadily, relentlessly and with a measurable degree of success.

Joint Council 83 is composed of five local unions. In the Byrd backyard of Winchester at the foot of the mountains, they have yet to haul a Byrd apple, but they are making progress. Despite the unreasoning fear of all unions, the locals have raised their membership total to 4,600. The Virginia Teamster leaders are a quiet and determined group of trade unionists. They inspire the confidence of the people they work with because they are obviously one of their own kind.

Joint Council 83 was founded on July 1, 1948. The first president, Thomas E. Edwards, was killed three years later in an automobile

Cakes for the Capitol. In Richmond, John McCauley, Local 592, makes special run to Capitol with cake from Nolde's Bakery.

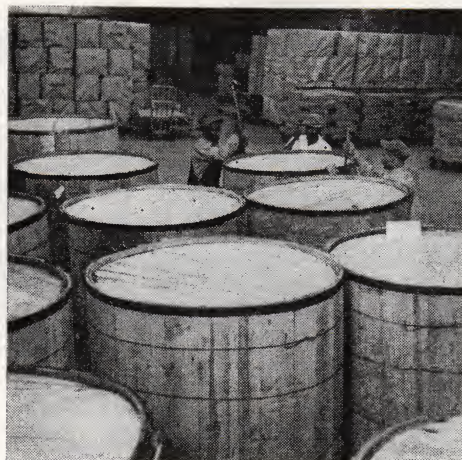


C. A. Snyder, Local 171 member, drives for Mundy Motor Freight on runs from Roanoke, Va.

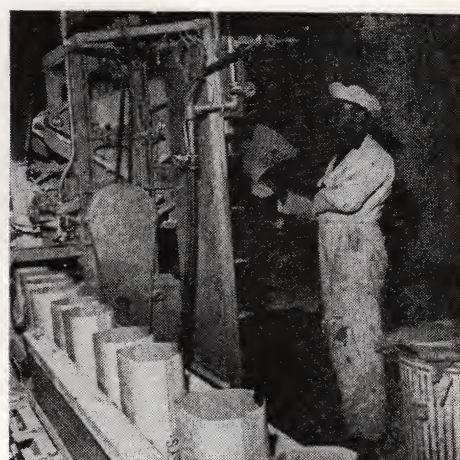




The graceful spire above belongs to St. John's Church, Richmond, built in 1741.



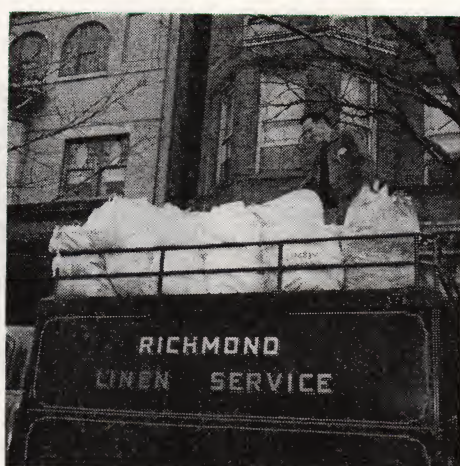
Hogsheads of tobacco leaf being opened by Fred Booker, Ed Gilmore, and Luke Butler.



George Harrison, Local 322, Richmond, is sacking sugar at plant in the state capital.



Louis Roberts, Local 322, prepares a shipment of smoking tobacco in Sutliff plant.



C. E. Groome, Local 592, is shop steward at Richmond Linen Service. Looks like a load.



Miss Louise Kaylor is office manager for the Health and Welfare Program of JC 83.

largest of the five locals in Joint Council 83. In addition to President Buchanan, other full-time officers are Secretary-Treasurer A. E. Conyers, Business Agent A. L. Lewis and Organizer W. B. Chancellor. This is a mixed local with its largest source of employment in the freight department. In cooperation with the sister local in Richmond, 322, the local is now hard at work on some freight line holdouts. Parking lots are also coming in for their share of attention. At the present time the local has membership in the four bakeries, 21 freight companies, a dairy, linen supply house, four grocery and liquor warehouses and a building supply house.

Today it takes money to get elected to the state legislature and this money comes mostly from business and industry down in Virginia. So

the friends of business and industry "returned the favor" when they got into office by passing a so-called "Right-to-Work" law. This law outlaws the closed shop and the union shop. Even an employer can't compel an employee to join a union (this could never happen in Virginia, law or no law). Even to bring some measure of pressure on him may find you facing a bench and saying, "Good morning, Judge." This "Right-to-Starve" law has some peculiar effects. Consider the Health and Welfare Plan which was negotiated by the Joint Council. Where it is in effect it is administered by a board of four trustees; two from management and two from the International Brotherhood of Teamsters. But in any establishment where it is in effect, if a man won't join the union, believe it or not, the union

trustees must handle his claims under the plan! That's a law, suh, in Virginia!

The other local in Richmond is L. U. 322, a warehouse and inside local. The full-time officers are President W. F. Campbell, Secretary-Treasurer Russell Brown and Business Agent Lysle Hazelgrove. Right now an active organizing campaign is under way and negotiations are coming to a climax with a large glass-installation company where 85 new members are to be found. A joint campaign with Local 592 on a large millwork plant with 400 employees was aided by the Eastern Conference, which sent in four men to help with the organizing work. The local has a vigorous political campaign now in the works to influence members to pay their poll taxes so their votes can be cast against the



President A. B. Buchanan, Vice President Lee R. Brown, Local 822, Norfolk. Secretary-Treasurer Russell Brown, Local 322. Recording Secretary P. N. Anderson, Local 822. Trustee A. B. Barber, Local 171, Roanoke.

"Right-to-Wreck" law and its proponents. It's all part of the quiet rebellion now brewing in Virginia; rebellion against exploitation.

The main contracts of Local 322 are A&P, four bakeries, the large Richmond Waterfront Terminal and inside ice cream plant workers.

In Roanoke Local 171 Archie Argabright is president and A. B. Brown is secretary-treasurer, the only two full-time officers of the local. This local, chartered in 1939, has as its main contracts over-the-road freight. The furniture factories of Martinsville and in all of Bassett and Henry Counties furnish work for Local 171 members. Right now the local is working hard to sign up dairy members in Gaylax, Va. A

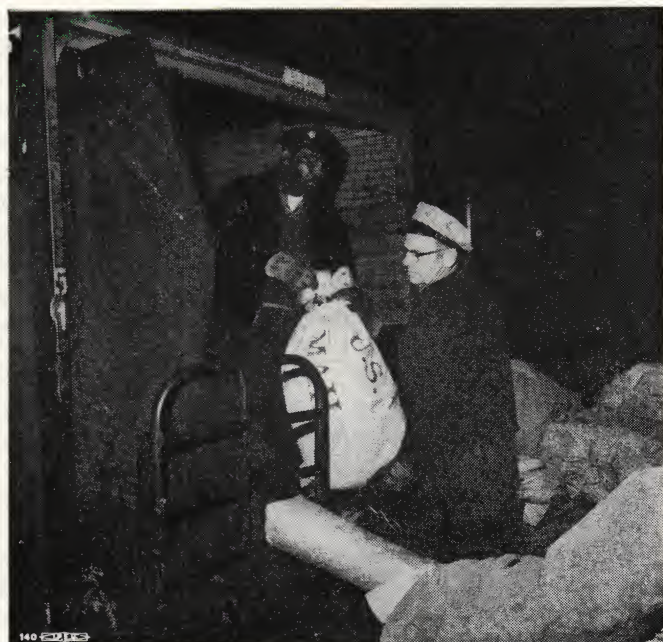
Snow, rare in Norfolk, idled the ready-mix rig of Hubert A. Rowe, Local 822. In background is Norfolk Shipbuilding and Drydock Co.

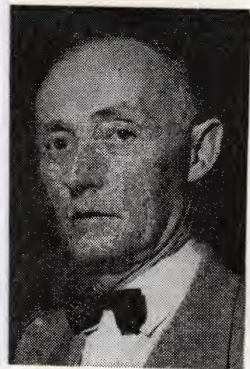


Edward F. Hodges, vice president of Local 822, has his Preston Express Co. truck checked through gate by a Marine guard.

NORFOLK

Ralph Bray and Sam Upton, Local 822, load mail sacks aboard truck for run from the Norfolk Post Office to New York Post Office.





Trustee Grover C. Newell, Local 592, Richmond. Trustee J. L. Thompson, Local 539, Winchester.

card system of members has been set up to aid in lining them all up as qualified voters. Much of this work is being channelled through the shop stewards. Right now the local has about 30 contracts, of which the principal ones are Associated Transport, Munday Motor Freight Lines and the furniture factories. As a civic contribution the local has taken an active part in the March of Dimes campaigns and has furnished drivers

in the scrap drives the city has sponsored in the past.

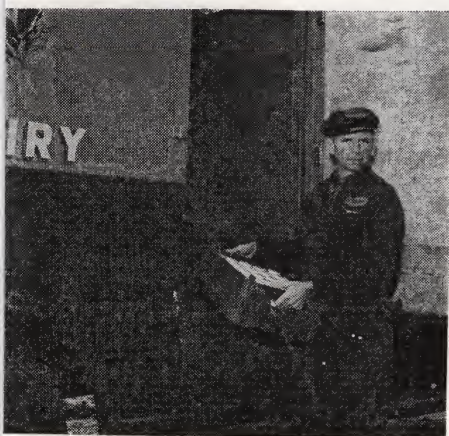
Local 171 has all major construction work in the area under contract but, of course, due to the state law, not all employees are members. The local stresses blanket contracts, preferring these to the individual contracts with separate employers.

The Joint Council has a Health and Welfare Program of which it is justly proud. The fund was established in February, 1953, and is already proving its worth. As of December 2,369 members and their dependents were covered. Union trustees of the plan are Buchanan and W. F. Campbell, Jr., president of L. U. 322. The cost per member, \$8.67 per month, is paid by the employers participating. After a member terminates his employment in the industry, he can continue the coverage for 12 months for all hazards except accident and sickness. Cases which qualify for workmen's com-

pensation payments are not covered by the plan.

The cost of administering the program is extremely low at the present time and is expected to drop even farther as the establishment process is completed. Miss Louise Kaylor, the office manager, is the only full-time employee. From February 1, 1953, to November 1, 1954, claims totalling \$218,933.79 were paid. Operating expenses are estimated at around 4 per cent. The plan is underwritten by the Provident Life and Accident Insurance Co.

In the gently rolling hills of Virginia, 75 miles southwest of Washington, D. C., lies Winchester, center of the apple orchard industry and home of Local 539. The full-time officers of Local 539 are W. N.



Making a wholesale delivery in Norfolk is Lee Furleigh, driver for Rosedale Dairy.



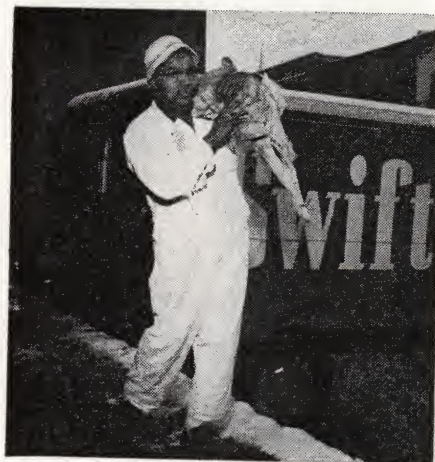
Packing pints of ice cream at Birtcherd Dairy, Norfolk: Joan Eagen, Delphia Bass.



W. C. Ashley, veteran member of Local 822, delivers beer to retail outlet in Norfolk.



Granville Pugh recaps a tire at Adley Express Co., Norfolk. He's member of No. 822.



Alfonza Smith, Local 822, delivers meat for Swift's packing plant in Norfolk.

Swiggett, secretary-treasurer and business agent, and Earl Perkins, president and business agent.

Trucks of National Fruit Products, which makes apples into apple juice, apple butter, apple sauce and other apple products, are mostly driven by Local 539 members. Most of the general hauling of the area is covered by Teamster contracts with Local 539.

Winchester is largely a farming-trading center but at least one industry of some importance is situated there; O'Sullivan's Heels ("America's No. 1 Heel") are made there. Many of them start out in trucks covered by Local 539 contracts.

In all, Local 539 has eleven con-

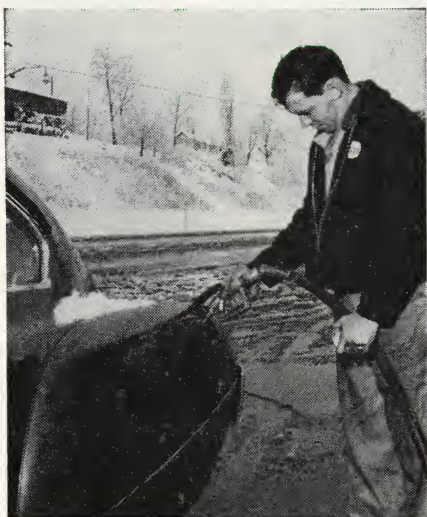
tracts currently in force which cover about 650 members.

In the bustling seaport of Norfolk is Local 822. Full-time officers are President Lee R. Brown, Secretary-Treasurer L. P. Thomas and Business Agent J. F. Miller. This local was first chartered in 1938 as a dairy local and the charter has been amended several times. The last time a change came was in September, 1953, when soft drink and brewery men were added. At this time the membership is about 1,050. As late as January, 1953, the membership was only 600, which reflects the concrete results of the intensive organizing work done in Norfolk. Last June the local bought its own

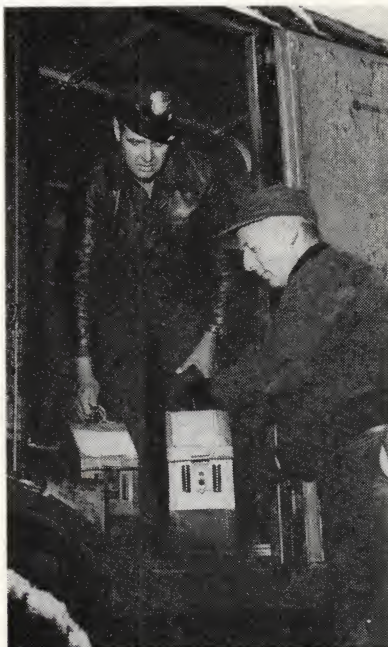


Karl Morris, J. R. Layman and E. C. Sizer cut bananas at a warehouse in Richmond.

ROANOKE



N. L. Wallace, Local 171, gasses a car at the Willett Service Station in Roanoke.



O. F. Shelor and D. P. Thompson, Local 171, deliver film to Roanoke theater.



C. J. Moore, of 171, helps a pal out of heavy snowfall at site of new GE construction job.

building and now has the use of a large hall capable of seating 300. The local has a total of 59 individual contracts with the bulk of the coverage being in common carriers, dairies, beer and bread concerns. Seventy-five per cent of the members are covered by a health and welfare plan.

Local 822 is proud that the wages of the membership have been raised an average of 25 per cent in the last two years. For example: the local trucking wages were 95 cents an hour two years ago. Now they are

\$1.43½ an hour with a guaranteed workweek of 45 hours.

All this has not come without work and expense. The local has fought and successfully defended itself eight times when injunctions were brought against it. As Thomas said: "We haven't got a pro-labor judge here, but he's not anti-labor, either. He's a rare thing down here; an unbiased and fair judge where labor is concerned."

Teamsters carry the mail in Norfolk. The Merchants Trucking Company, the majority of whose drivers

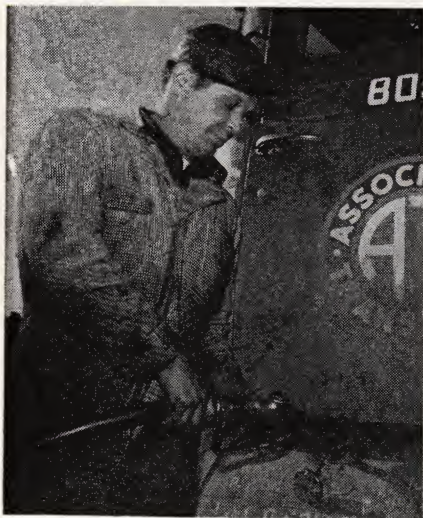
are union, has a contract to carry mail by truck to Newport News, Cape Charles and New York. The system has proven eminently satisfactory and has resulted in a betterment of mail service out of Norfolk. The trucks back up to the post office dock right alongside the government local-delivery trucks, take on their dispatches, and get out promptly.

Local 822, like so many Teamster locals in the South, works untiringly to foster good public relations. The last outstanding contribution was in connection with the Cerebral Palsy



At Winchester, Earl Haun, Local 539, prepares to button up a load of apple cider at National Fruit Product Company plant.

Allen Vincent, Winchester member, gasses up one of Associated Transport's big over-the-road rigs at line's Winchester terminal.



year by the State Federations of Labor of ten Southern states. During the past year the school was held at the University of Virginia and Joint Council 83 sent Lee Brown, president of the Norfolk local, to the school. During an intensive week-long session, items of vital interest and importance to labor union leaders are treated.

The Joint Council is also participating in a political education campaign which has as its goal the removal of the restrictive labor laws passed by the state legislature.

With Joint Council 83 helping to coordinate the energetic activities of the five Virginia locals, the possibility is that the cause of the rebellion now forming in Virginia may be substantially furthered. As industry continues its southern invasion, the need for militant collective bargaining becomes increasingly more apparent. The divisions which have kept the ranks of labor split are being closed. For Joint Council 83, despite the serious difficulties and probable battles ahead, the future looks bright.



Floyd Ferrebee, left, makes delivery to Elks Home in Winchester. Apple on lawn of home is symbol of town's No. 1 product.

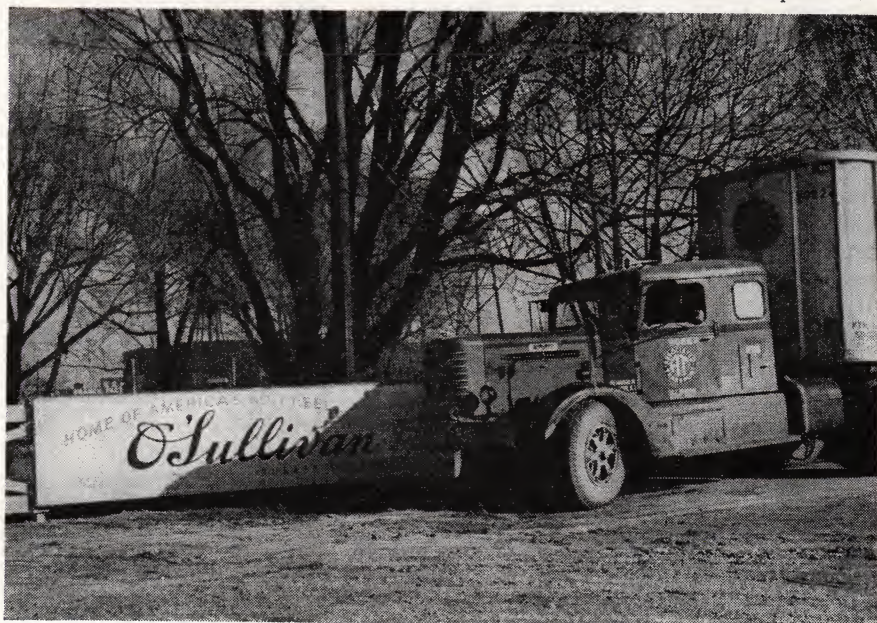
WINCHESTER

His big carrier loaded with rubber heels, Local 539 over-the-road driver Alston Garrett pulls out of the Winchester plant of the O'Sullivan Rubber Corporation.

Telethon when the local provided the necessary auto drivers in conjunction with this effort to obtain funds to aid children afflicted with this disease.

The Joint Council has an eye-care program to safeguard the sight of its members and their dependents. This program makes it possible for members and dependents to obtain proper examinations and, if needed, corrective lenses at the lowest prices possible. "This is one thing we can provide for our members exclusively without allowing the free riders to participate," declared President Buchanan.

The Council has participated in a labor school which is sponsored each



The 'Right' to EXPLOIT

by DAVE BECK

General President

SEVENTEEN states have outlawed union security through so-called "right to work" laws. Hiding behind a deceitful slogan, these laws deprive organized labor of one of its fundamental means of self-protection, the union shop.

State "right to work" laws constitute a menace to the trade union movement. By seeking to weaken and undermine the stability of trade unions, they threaten the wages and working conditions of all union members. They deny to workers the right to protect their own organizations through the establishment of membership requirements. By establishing a compulsory non-union "open shop," they abridge the rights of workers to contract freely with their own employers for union-security clauses.

State "right to work" laws should be more honestly labeled as anti-union laws which turn back the clock of labor relations to the dark ages.

Let us examine this enticing and misleading phrase, the "right to work." Every trade unionist believes in the democratic right to gainful, socially necessary employment for all our citizens. In this sense, then, the only threat to the right to work of American working men and women is the haunting specter of mass unemployment. That is why the American labor movement consistently supports economic and social measures and policies to achieve full employment.

If business groups and others who

support "right to work" laws mean what they say, why do they oppose full employment measures and the guaranteed annual wage? Why do they speak of "widening job opportunities" for non-union members, when unemployment actually has been increasing? Why do they speak of the untrammelled right to work, when employers set age limits on hiring—often as low as 35 and 40—and many other restrictions? Why do they oppose union proposals to

This article was first published in "The Federationist," official magazine of the American Federation of Labor, arousing much affirmative comment. Point by point, our General President "drives home" the fallacies of "right-to-work."

ban discrimination in hiring on account of race, religion and sex?

The so-called "right to work" laws are not, as one might think, bills to guarantee every worker a job. Can any worker, union or not, walk into a plant or factory, state his right to work and declare himself on the payroll? What rights does a state "right to work" law give an unemployed worker?

The "right to work" which employers have so often been eager to defend for their non-union employees has never in fact existed. Even where union security clauses are prohibited,

the non-union employee's right to work for an employer is not enhanced one bit. His hire and tenure still remain a matter of the employer's choice and control.

As Samuel Gompers pointed out fifty years ago (February, 1905):

"A man who must sell his labor upon such conditions as his employer may determine cannot by any form be regarded as either free or enjoying liberty."

Every American citizen, under the Constitution of these United States, has the right to work if the work is available and he chooses to take it, and no state law is needed to guarantee a constitutional right. The real guardian of the worker's "right to work" is his own trade union and his fellow unionists throughout the country.

The right to work can be made effective only by organized action by the workers themselves, acting through their unions. The union helps the individual employee to achieve, through collective action, a degree of equality of bargaining power when dealing with his employer. If the right to work is given its full meaning, that is, the right to work at a fair wage and under conditions attained through joint action of workers, then union security protects the worker's right to work without discrimination because of union membership.

This is why, under the guise of protecting the individual worker, state "right to work" laws ban union security so as to weaken unions and make them ineffective. They leave the employer free to hire as many non-union workers as he pleases. It requires little imagination to see how pointless collective bargaining could become under such laws.

Those opposed to union security fundamentally have not accepted collective bargaining as a desirable part of the democratic process. They have not accepted the fact that strong unions are good, desirable and constructive forces in our society. They overlook or ignore the fact that union security provides stability to labor relations—which was the primary objective of Congress in enacting the Wagner and Taft-Hartley Acts.

Union security—the union shop—is a tangible symbol that manage-

ment accepts the union. The union shop allows the employer full freedom to hire whom he will, but new employees who are not members of the union must join within a specified period—normally, thirty days. Countless studies of industrial relations have shown that such acceptance is one of the causes of industrial peace under collective bargaining.*

Those who oppose any form of union security do so very often in the name of democracy. It is undemocratic, they say, to require anyone to join a union. This sounds good—but it simply does not make sense.

Majority rule is the American democratic tradition. It has made America strong and progressive. The union shop is an extension of this American precept of democracy. Our nation works for the common good of all. Since the union also works for the common good of all within a plant, it is only fair that all should become members.

Without security of the union, individual security always is threatened. Only a strong union can adequately protect its members, and only a strong union which has the backing of all employees in the unit can bargain effectively for better wages and better working conditions.

American workers want and like the union shop because it is democratic majority rule in practice. In over 46,000 NLRB-conducted elections on union shop authorization, the union shop was authorized in 97.1 per cent of the cases, and 91.4 per cent of the voters voted in favor of the union shop. These polls clearly indicate how strongly workers favor the union shop.

Moreover, not every employer opposes union security. The union shop, by assuring the union of the employer's acceptance of the union, creates better labor relations within the plant. It enables the union to better uphold its part of the contract. With its security assured, the union is free to cooperate constructively with the employer in securing greater efficiency and higher productivity. That employers recognize these advantages is shown by a 1952 Bureau of Labor Statistics study of 1,653 collective bargaining agreements in

a wide variety of industries which showed that three-quarters had a union security clause and 63 per cent had union shop clauses.

When proponents of state "right to work" proposals talk of individual freedom in relation to the union shop, they advocate the right of the "free rider" to accept all the benefits the union wins without sharing the responsibilities and burdens.

Under the Taft-Hartley Act a union which is freely selected through secret ballot by a majority of employees in any unit is obligated by law to bargain for and to represent all of the employees, whether or not they are members. Just as every worker pays taxes for the services he gets in the community, he ought to pay taxes through his union membership, for the benefits and services which the union obtains and provides in the industrial plant. No man or woman is entitled to benefit from the work of trade unions without acceptance of the obligations of trade union membership.

The free rider is no novelty in this world. But he should be recognized for what he is—a tax-dodger. This is the man anti-unionists want to protect in his anti-democratic "right to shirk" his duties.

This does not mean union monopoly. Only a union which has been selected by a majority of the employees is permitted by law to negotiate for a union shop provision.

State "right to work" laws impose greater restrictions on the activities of labor unions than our national labor policy. This precedence of restrictive state law over a federal act has no parallel in any other field.

Usually, the states may not pass laws which conflict with any federal law regulating interstate commerce. In brief, the federal power to regulate commerce and thereby labor relations affecting commerce is supreme, that is, paramount to that of the states.

But the Taft-Hartley Act, in Section 14(b), not only permits but encourages states to destroy union security by the enactment of "right to work" laws—even though union shops are permitted under another section of Taft-Hartley (Section 8(a) (3)). Section 14(b) not only runs counter to the entire concept of

a national labor relations policy but it shows that the over-all design of Taft-Hartley was to saddle unions with the most restrictive union security provision that could be found, to the detriment of the welfare of wage-earners and of the public interest.

The possibility of forty-eight separate and conflicting state laws on union security, resulting from Section 14(b) of the Taft-Hartley Act, creates serious practical difficulties in collective bargaining. Undoubtedly, this is what the advocates of anti-union "right to work" laws desire.

Agreements in the trucking industry are often negotiated on a multi-state or regional basis, with one master agreement regulating the rates of pay, rules and working conditions of employees in many states. The duties of many employees require the constant crossing of state lines. Under the present law the parties to the contract cannot write a single clause establishing the union security arrangements to cover all workers in these different states.

Many individual trucking firms operate across state lines. Because the permissible union-security arrangements vary from state to state, a firm dealing with the same union representing workers doing the same work negotiates a union-security provision with the union in one state and in the other state is prohibited from doing so. Yet it is generally recognized that good personnel practice requires uniformity in matters of labor relations.

Former Governor Alf M. Landon emphasized this objection, among others, when he urged defeat of a "right to work" proposal in Kansas:

"I am of the opinion that legislation of this type might be something of a barrier to large industries considering Kansas for branch plants. Many corporations desire to settle their labor problems with a well-organized, stable union. And most of them desire to do it on a nationwide basis where the negotiations can all be conducted at one time and place. The proposed 'right to work' bill would, of course, bar that where the plants are located in Kansas."

Unlike the Taft-Hartley Act, the Railway Labor Act permits union-security agreements in the railroad

* National Planning Association, "Causes of Industrial Peace Under Collective Bargaining," *Fundamentals of Labor Peace* (1953).

and airline industries regardless of state laws to the contrary. If the result is desirable in the railroad industry, surely it is equally appropriate for the trucking industry and for other industries affecting interstate commerce.

It is no coincidence that "right to work" laws have been enacted primarily in the South and in other non-industrial states where unions have never been strong and where there is greater need for union security. It is no coincidence that these are the low-wage states and that they are among the lowest in terms of per capita income. It is no coincidence that these states are trying to attract New England industry by emphasizing that their workers are "protected" by "right to work" laws.

What they really mean is that they are offering a competitive advantage over the well-established industrial states in the form of non-union, low-wage labor. As a result, states are competing with one another in adopting labor relations laws most favorable to employers in the effort to attract industry. These are the basic factors behind the anti-union "right to work" laws, rather than pretended concern for "states' rights" or the freedom of individuals in their "right to work."

Clergymen of all faiths, to an unprecedented degree, have underscored the inherent deceit and immorality of these misnamed "right to work" laws. The clergy have categorically opposed their adoption and urged their repeal. They have stressed that such laws actually limit the legal and moral rights of workers for the special advantage of others. They have affirmed that workers have a right to organize and a social responsibility to join unions and to maintain the kind of organization that is necessary and most effective in securing their welfare.

The Rev. William J. Kelley of Catholic University, Washington, D. C., who for more than ten years was chairman of the New York State Labor Relations Board, states that union-security provisions "are proper moral matter for collective bargaining contracts"; that the objectives of "right to work" legislation "conflict with social morality"; and that "right to work" laws take away

from man a necessary means to achieve and protect his God-given right of association."

Archbishop Rummel of New Orleans has described the Louisiana "right to work" statute as follows:

"It is insincere because while it pretends to guarantee the right to work, it actually frustrates that right, in effect exposing labor to the loss of security, a decent standard of living and humane working conditions. It makes a mockery of the constitutional right to organize for the common good and welfare. It invites continuing and recurring social strife and discontent. In a word, it is unfair and unsocial class legislation contrary to the common good."

Rabbi Israel Goldstein, president of the American Jewish Congress, has condemned such laws because they "seek the destruction of the trade union movement, the abrogation of democratic rights which it has taken decades to secure and the undermining of one of the strongest pillars of American democracy. They do so by outlawing union-security arrangements which enable trade unions to enlist the widest moral and financial support for their policies, thus increasing their collective bargaining strength."

Rabbi Goldstein also stated:

"I know that the term 'right to work' in these statutes is a fraud and a misnomer to conceal their true purpose."

Secretary of Labor James P. Mitchell has attacked the so-called "right to work" laws on three specific counts:

"They do not create any jobs at all.

"The result is undesirable and unnecessary limitations upon the freedom of working men and women and their employers to bargain collectively and agree upon conditions of work.

"They restrict union security and thereby undermine the basic strength of labor organizations."

Unions are not imposed upon workers by an outside force. They grow out of their own needs, their hopes and aspirations for greater human dignity, a higher economic status and independence from employer domination.

Union security is in the social in-

terest. Without it, no union can be expected to accept the responsibility for labor relations and for contract observance which our society must demand of a successful union movement.

When clergy of all faiths condemn these "right to work" laws as immoral—a term which no man of God uses lightly—we feel strengthened in our conviction that these anti-union security laws must be repealed in the seventeen states where they now exist and must be defeated in other states in which they are being proposed.

Until the Taft-Hartley Act is amended to permit U. S. law again to take precedence over state law in the crucial labor relations field, American unions are faced with a formidable block to their future growth.

Local 96 Business Representative Dies

Edwin A. Clancy, 60, business representative of Local 96, Alameda and Contra Costa Counties, Calif.,



died at his home in Alameda December 31. Death was due to a heart attack.

One of the best known Teamsters in California, Mr. Clancy had been a leader in both union and civic

affairs. He was organizer and business representative of Local 96, Newspaper, Magazine and Periodical Circulators and Drivers Union. The union was organized 17 years ago.

Mr. Clancy was a member of the executive committee of the Alameda County Central Labor Council (AFL) and had represented the council at several State Federation conventions. Mr. Clancy had also served as a director of the California Cerebral Palsy Association and was active in Red Cross activities.

The Teamster officer leaves a widow, Mrs. Elsie Clancy; a daughter, Mrs. Frances Oemes, San Francisco, Calif., and a son, Edwin A. Clancy, Jr., an attorney.

*General Secretary-Treasurer English
Is Principal Speaker at Ceremonies
For New Local 246 Building*

D.C. MILK DRIVERS LAY CORNERSTONE

A GREAT symbol of a great cause," General Secretary-Treasurer John F. English said of the new local union building now under construction by L. U. 246, Milk Wagon Drivers, Washington, D. C. Secretary English was the principal speaker at the cornerstone laying in Washington, January 16.

Mr. English in congratulating the union for its achievement recounted the progress which has been made by the International Brotherhood of Teamsters during that last half-century.

The cornerstone-laying ceremonies were attended by representatives from the International Office, local civic leaders, employers, joint council and local union officers and members. The program held at the building site, 401 Third Street, Northwest, Washington, D.C.

Local Union President Herbert Koehne, presided and introduced the guests of honor. The Reverend M. Jackson White offered the invocation and a Boy Scout troop presented



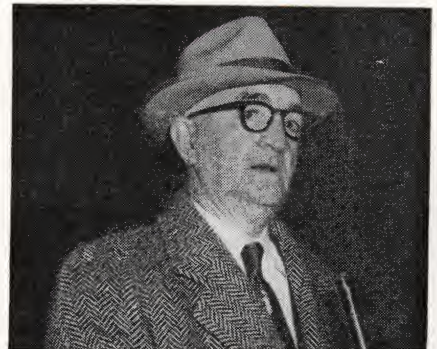
THE ARTIST'S conception of the finished building shows its spaciousness.

OLDTIMERS N. B. Hughes (left) and Floyd Lawrence shake hands over the new cornerstone of Local 246 of which they are charter members.

the colors. Recording Secretary Vernon Reed recited the "Toast to the Flag." Short talks were made by Eugene R. Hubbard, secretary and business representative of the local, and by Robert Lester, president of Joint Council 55. Mr. Lester in turn introduced officers of affiliated Teamster locals.

Following the program held inside the yet unfinished building the actual cornerstone ceremony took place at the main entrance. A copper water-

(Continued on page 32)



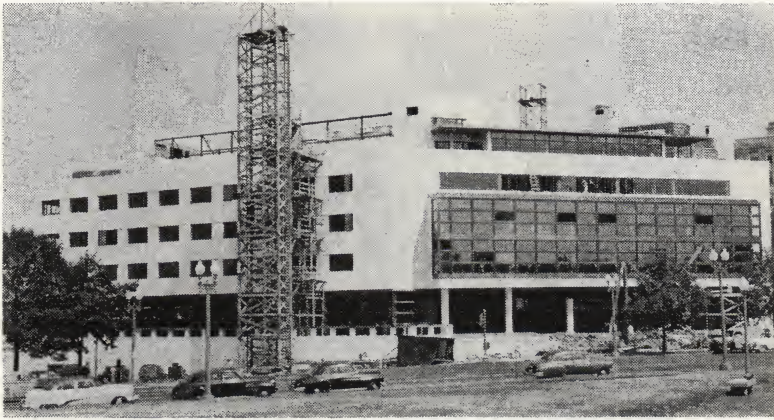
General Secretary-Treasurer John F. English traced the rise of the Teamsters during the last half century.



MAKING IT OFFICIAL—General Secretary-Treasurer John F. English uses trowel to place mortar on cornerstone of Local 246 building in Washington, D. C., where the official was chief speaker. He is given an assist here by President Herbert Koehne.

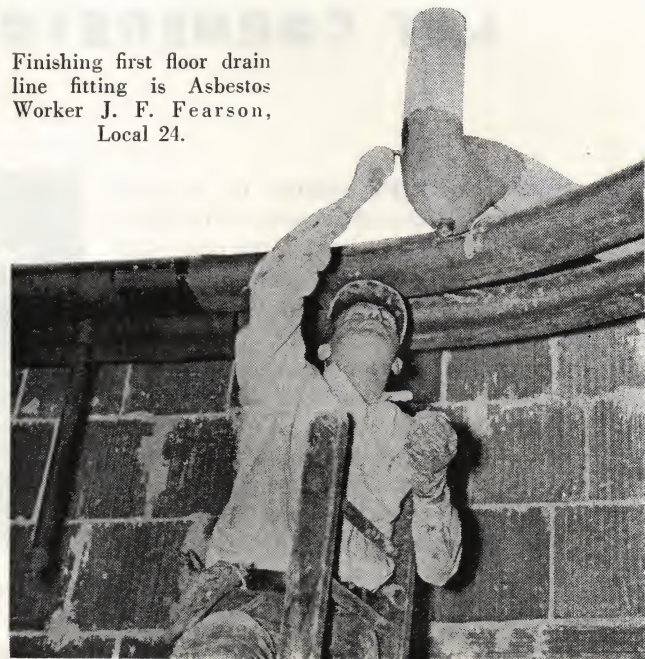


OFFICERS of Local 246, left to right—Eugene Hubbard, secretary-treasurer; W. Clark, business agent; H. Koehne, president; John Kirkpatrick, trustee, and V. F. Reed, recording secretary. Rear, Joseph Gensor, trustee, and C. W. Fuller, vice president.



This view of the new International Headquarters, looking across Washington's famous Constitution Avenue, shows the building as it rapidly approaches final stages of completion.

Finishing first floor drain line fitting is Asbestos Worker J. F. Fearson, Local 24.



Teamsters' HEADQUARTERS NEARS COMPLETION



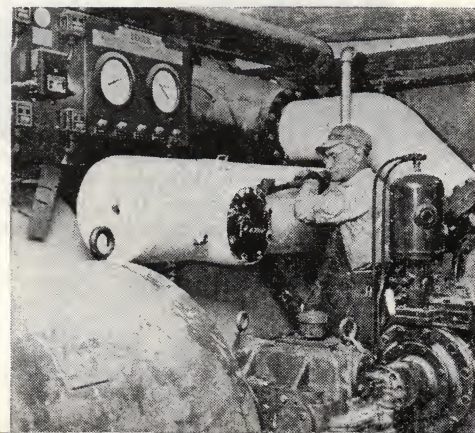
WASHINGTON, D. C., internationally-renowned for beauty of architecture and spaciousness of many parks and malls, will soon have a new building of which it can boast.

That new building is the Teamsters' International Headquarters, rapidly nearing final completion.

Located on Constitution Avenue, a scant few hundred yards from the U. S. Capitol, our new headquarters follows the lines of the very latest in contemporary architecture.

Pictures on these two pages show workmen of numerous crafts at work bringing our new headquarters building to completion.

R. Mills, Local 9, Wood, Wire and Metal Lathers, puts final touches to a window, before Plasterers arrive to complete job. Here Marble Mason Harold McNeil, Local 2, Marble Masons, squares corner in main lobby. Steamfitter E. Donaldson, far right, tightens lug on cooling system.

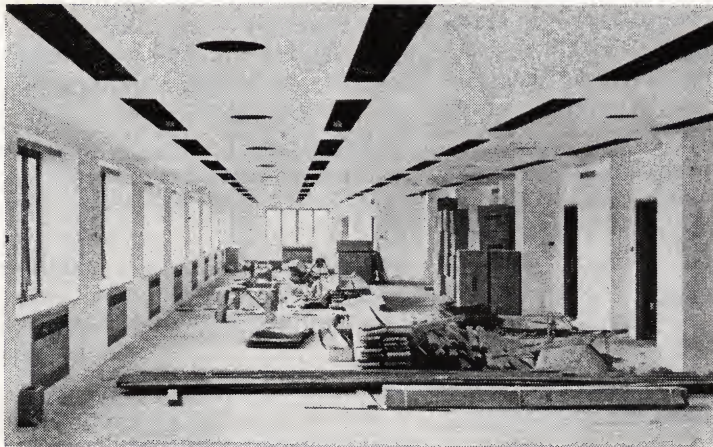
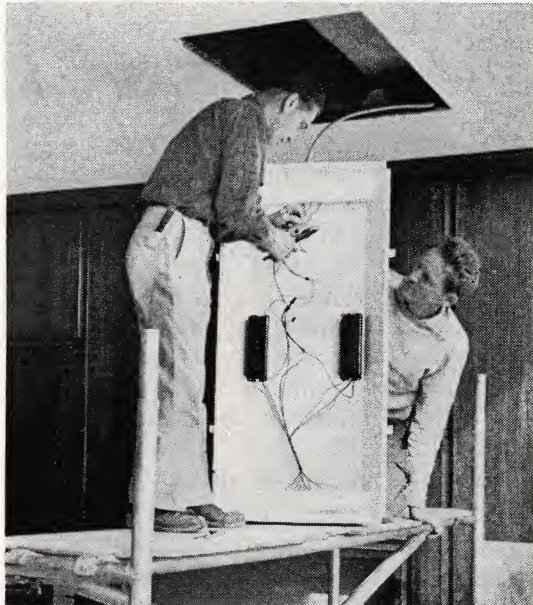


Sheet Metal Worker Aubrey Sansbury, Local 102, right, makes up canvas connection in sub-base-ment machine room.

Sweeping up building's main observation gallery overlooking Capitol is Tile Setter Helper Phillip Tolotta, Local 31.



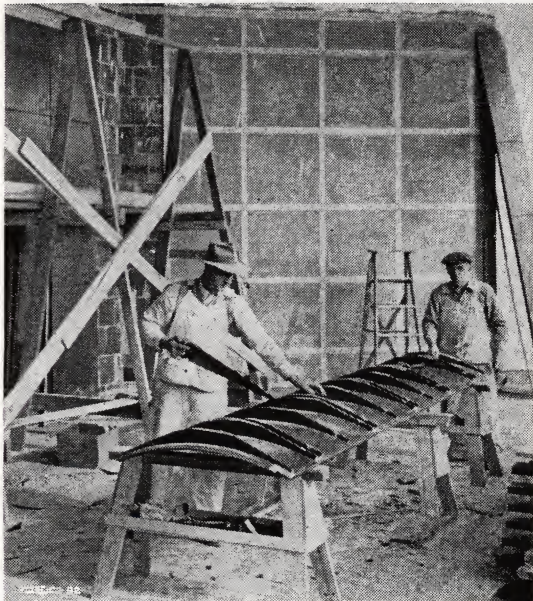
At right, Electricians B. W. Shrewsbury and R. W. White, Local 26, IBEW, install an overhead fluorescent lighting fixture in one of Conference Rooms.



View looking down one of new building's long, inter-connecting office corridors.

Picture at left shows Tile-setter Ray Mostorocco, in corner, grouting tile on wash-room wall on second floor of Teamsters' Building.

Gust Blomquist and John Acors, Carpenters Local 590, prepare circular corner panel in one of main Conference Rooms.



*Denial of License Reciprocity
And Spread of Third Structure Taxes
Increase Prices, Co-ops Warned*

INTERSTATE BARRIERS COST FARMERS MILLIONS

WALTER F. MULLADY, former president of American Trucking Associations, recently told a group of leading agricultural transportation men that the spread of third structure taxes and the consequent destruction of license reciprocity threatens to add up to \$300 million to the annual farm transportation bill.

Mr. Mullady was principal speaker before the transportation committee of the National Council of Farmer Cooperatives at the 9th annual meeting in Chicago.

The cost of transporting food in this country currently ranges between \$2.5 billion and \$3 billion annually, Mr. Mullady asserted. "Half of this," he added, "is used to pay for truck transportation. It has been estimated that a loss of reciprocity through imposition of third structure taxes would add \$250 million or \$300 million to this annual transportation bill."

EFFECT BROUGHT HOME

He pointed out that farmers are vitally concerned about the national farm program and the effect it may have on prices, production, conservation of resources and other matters. Consumers, he said, share this concern because of the effect on the prices they will pay and the amount and variety of food which will be available.

Mr. Mullady said the government in the 20 years ended in 1953 spent \$1.1 billion in efforts to insure that farm prices will be reasonably compensatory. If trucks are denied license reciprocity, he emphasized, "we will pay that much in three or four years."

Mr. Mullady reviewed also some of the benefits that accrue to the farmer as a result of reciprocity.

Because of it, he explained, the Iowa cattle hauler can move steers to Chicago's stockyards without buying license plates or paying special fees in Illinois; the southern Illinois farmer can truck hogs to St. Louis without buying plates in two states, and the Indiana tomato grower can haul his product to Louisville, Ky., without paying license fees in Kentucky.

However, he added, the farmers in these states cannot ship their products across Ohio without duplicating their fee payments because of "some new fangled idea" called the axle-mile tax.

Farmers, whether they do their own hauling or depend on for-hire transportation, have a stake in maintaining reciprocity agreements because trucks play such an important part in getting farm products to the market, he warned. Not only are trucks vital in moving the output of the farm lands, but also in the transportation of products used on the farm, he noted.

AWARENESS OF DANGER

The farmers' awareness of the dangers posed by the collapse of reciprocity, he said, is evidenced in recent actions of the American Farm Bureau Federation, the National Grange and similar groups. He recalled that the Federation is on record as opposing "any restriction to the free flow of commerce across state lines except where necessary to prevent the spread of insects or diseases or the protection of public health" and that the Grange last November went on record in favor of "the removal of trade barriers between states."

Mr. Mullady also quoted an address of Herbert W. Voorhees, presi-

dent of the New Jersey Farm Bureau, who said at last year's ATA Convention:

"Farmers do have views on transportation. They are concerned with the marketing of their farm products, not alone in the trip to the wholesale market, but in every movement right to the consumer's doorstep.

"Farmers realize that inefficient and unnecessary costs in the marketing of food limit the expansion of our markets. They know, too, that food must be moved without delay, because it is the quality of foods at the consumer end that means growing or shrinking farm markets."

Mr. Mullady also pointed out the farmer's stake in the national program for modernizing highways. He stressed the need for emphasizing in this program the 40,000-mile system of interstate highways which passes through a third of the nation's counties and connects almost all cities of more than 50,000 population. He explained that although this system makes up only 1 per cent of the total national mileage it carries 20 per cent of the inter-city traffic.

"This network of highways," he said, "is especially important to farmers," because (1) farm produce has to connect with interstate highways if it is to reach urban markets and the condition of this network is an important economic cost if farm products do not arrive at the right time to preserve quality, avoid spoilage and other losses caused by travel delay; and (2) these arteries are vitally needed to transport the things farmers buy and need to be moved.

He cited Bureau of Public Roads estimates that the cost of bringing the interstate system up to modern standards would be \$15 billion. But, he added, while this cost estimate seems "staggering" at first glance, it is relatively small when viewed from the prospective of President Eisenhower's forecast that the gross national product will reach an annual rate of a half a trillion dollars in the next 10 years.

He stressed that the proposed outlay for the interstate system represents merely 5 per cent of what the

(Continued on page 32)

1955 CONFERENCE OF **National Trade Divisions**

- Palmer House, Chicago
- April 13, 14 and 15, 1955

1955 SESSION OF **Central States Conference**

- Palmer House, Chicago
- April 15 and 16, 1955

RESERVATIONS:

Information on reservations for rooms for those attending the NATIONAL conference sessions will be mailed to all delegates and joint councils by the International Headquarters.

Information for rooms for those attending the CENTRAL STATES conference sessions will be handled by the Central States Conference of Teamsters.

AGENDA:

Agenda items on these two conferences will be sent to local unions and joint councils. Preliminary information concerning these meetings will appear in the March issue of THE INTERNATIONAL TEAMSTER.

SCHEDULE:

Adequate space for general and divisional meetings has been reserved at the Palmer House. Delegates will receive detailed schedule cards when they register. The schedule of meetings for these two conferences has been arranged to follow Holy Week and the Easter Holidays.

L.A. MEMBERS HAUL RECORD 228-TON LOAD

(See Front Cover)

A SMALL group of Teamsters from Local 224 in Los Angeles have gained the distinction of moving the heaviest load over a highway in the history of California and probably the heaviest load ever moved over any highway.

The project involved moving a 228-ton stator from Camp San Luis Obispo to Morro Bay, a distance of 9.3 miles, where it will be installed in a multi-million dollar Pacific Gas and Electric Company power plant now under construction.

The stator was 23 feet long and 13 feet in diameter. It was moved from the General Electric Company plant in Schenectady, N. Y., to Camp San Luis Obispo on a specially designed heavy duty flatcar.

In addition to the power tractor towing the load, three tractors equipped with heavy winches were used to pull the load up two hills. To let the load safely down a long 4 per cent grade the contracting company, Belyea Truck Company of Los Angeles, used a cable and a three drum hoist.

The crew worked around the clock from the morning of December 16 until around 6 p. m. on December 23, inching slowly ahead as men shuttled planks from behind the gigantic load and corduroyed the highway ahead.

The drivers on the job were Louis R. Cook, Alvin Wedoo, Carl Niles, Glenn Bennett, Lawrence Lee and John Cozad. Swampers were Virgil Snyder and Kenneth Moore and the foremen were Thomas L. Richards, Lester W. King and James Bothwell, all Local 224 members. Labor for moving the planking was hired out of San Luis Obispo.

Belyea used a combination Sterling tractor powered by a Cummins diesel engine, a Fruehauf seven-axle lowbed trailer and a dolly assembly. Altogether, 82 wheels supported the vast stator.

The load was carried on nine 14-inch steel beams, 40 feet long, rest-

ing on an assembly designed and fabricated by the Belyea firm.

The total weight of the load and carrying equipment was approximately 310 tons.

The heavy weight per axle made it necessary to plank the entire length of roadway to prevent breaking of pavement, so the company had laborers shuttle ahead 3 x 12-inch timbers. The normal legal load in California is 18,000 pounds per axle and the stator load weighed 66,000 pounds per axle.

Originally, Belyea had planned to plank only a section 6.3 miles of asphalt topped roadway. The additional 3 miles of planking concrete surfaces added 72 hours to the anticipated time of the moving.

The planking covered 582 feet of roadway at a time. The rig would ease to the end of the planking, then stop until the laborers brought the timbers in front once again. One engineer estimated that each plank was shifted 82 times during the nine-mile trip. It took 24 hours to ease up one half-mile long hill. The planks originally were 20 feet in length, but had to be sawed in half for easier handling.

The caravan also had to be

stalled while mats of 14-inch timbers were constructed over each of nine bridges and four culverts.

Almost before GE started building the stator, experts were busy trying to figure out the best way of shipping it to the West Coast resort town.

They at first considered making the entire shipment by water, down the Atlantic Coast, through the Caribbean and the Panama Canal, then up the west coast.

Then they decided to remove the stator's eight cooling towers and use the rail-truck system. The cooling towers, which extend about a foot on either side, would have made the stator too wide to negotiate the tunnels on its route up the coast.

The Belyea Company got the moving job on a competitive bid. It was the second time Belyea gained national fame for a dramatic heavy moving job. The firm had the job of moving the giant telescope lens from Los Angeles to Mount Palomar several years ago.

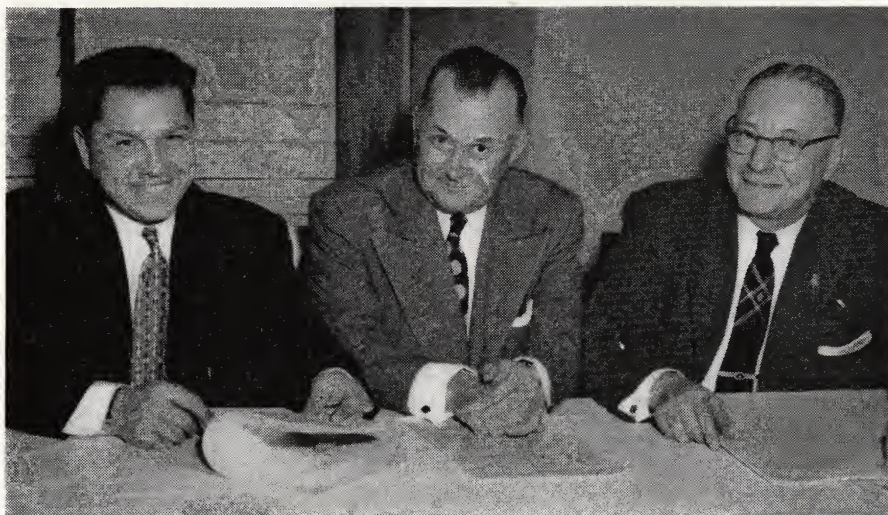
The Teamster crew will have five months to recover from the strenuous and taxing moving job they successfully completed. Then it's back to work again. For General Electric has another stator abuilding for the Southern California plant.

The experience they gained in the pre-Christmas move will be invaluable early this summer when they once again creep over that long nine miles of corduroy road.

Men shuttle planks from behind gigantic load, laying corduroy roadway of 82-wheeled combination tractor-trailer-dolly rig which made the record-breaking haul of giant stator.



CENTRAL STATES PACT IS SIGNED IN CHICAGO



Discussing problems of the Central States and Eastern area were, left to right: James Hoffa, President of the Central States Teamsters' Conference; Frank O. Blundon, Chairman of Operators' negotiation committee, and Michael Healy, Chairman of the Central States Drivers' Conference. Negotiations were held in Chicago.

TWO important agreements covering over-the-road and local cartage operations in the 12-state Central States Conference area were successfully concluded in area-wide negotiations in Chicago ending January 15.

Both are six-year agreements, providing for reopenings on money issues at the end of three years.

FIRST OF TYPE

The local cartage agreement marks the first conference-wide contract for this type of operation. Prior to the Chicago negotiations, local cartage was covered by almost 200 separate contracts in the 12 states.

Key provisions of the over-the-road agreement include:

Three-cent per hour cost-of-living, held under the old agreement, is now incorporated in the basic wage rate;

Twenty-six cents per hour increase over the three-year period (10 cents the first year, eight cents each succeeding year).

An increase in the mileage rate of three-quarters of a cent per mile, plus incorporation of the cost-of-living provision, also spread over the three-year period. This raises

the single-axle mileage rate to 7.95 cents per mile by February, 1957;

Employer contributions to the health and welfare fund increased from \$2 per week per employee, to \$2.25;

A pension fund, with contributions of \$2 per week, is established;

A fourth week of vacation is added after 20 years.

Most significant economic provision of the local cartage agreement is to equalize wages in the 12-state (plus Kentucky) area. Wage variations in excess of \$1.25 per hour have existed up to now in the Central area.

Minimum rates higher than \$2.24 per hour will be in force in Indiana, Ohio, Wisconsin, and Michigan at the end of the three-year period.

IMPORTANT INCLUSIONS

Important inclusions in the local cartage agreement are "hot cargo" and picketing clauses. The contract incorporates local cartage not only from road but also from rail and air terminals.

The cartage agreement also provides health and welfare insurance, with employer contributions of \$2.25 per week; and the pension fund, at \$2 per week.

A vacation schedule for local cartage is also provided, on the basis of one week for one year, two weeks for three years, three weeks for 12 years, and four weeks for 20 years.

The cartage agreement is designed to complement the over-the-road agreement, taking over where over-the-road leaves off.

TEAMSTER NEGOTIATORS

Teamster negotiations were directed by James R. Hoffa, International vice president and Chairman of the Central States Conference. Included among those aiding in the negotiations were Vice President John T. O'Brien; Vice President Sidney Brennan; Harold J. Gibbons, secretary-treasurer of the Central States Conference; and Murray Miller, Chairman of the Southern Conference.

The 12 state chairmen comprising the Central States Drivers Council also took part in the negotiations.

The agreements are subject to approval by the membership of the various unions in the Central States area.

Warehouse Policy Committee Meets

The 50-member National Policy Committee of the National Warehouse Division is holding a two-day meeting in New York City this month.

Acting Director H. J. Gibbons, St. Louis, Mo., will present the results of a survey of technological changes in warehousing. A film on new developments in grocery warehouses, and a discussion of how local unions can meet these changes through contract negotiations, are on the schedule.

Another report to the meeting will summarize the extent of organization, and the wages and working conditions in public refrigerated warehouses in the United States. More than 250 local unions have provided information on this fast-growing part of the warehouse industry.

New York members of the Policy Committee will be hosts to the meeting at the Park-Sheraton Hotel on February 10 and 11.

EDITORIALS

Faulty NLRB Decisions Should Be Taken to Courts

It is time American labor took action to protest the flagrant decisions of the National Labor Relations Board which are destroying union rights and making collective bargaining more and more difficult.

It is my advice to our local unions and joint councils to challenge and press the Board on every point. Employers, when they feel the Board has curtailed their rights, are quick to take the case to the Circuit Court of Appeals: We must do the same.

BIASED IN FAVOR OF EMPLOYERS

This should be done because it has become increasingly apparent that the Board is biased in favor of employers and that it is ruled by political considerations. Time and again it has seen fit to step out of its role as an administrative agency and assume the legislative powers of Congress by interpreting laws in entirely new concepts.

This change has not been unannounced. Two Board members, when appointed, openly stated that they would "re-examine" policies established by previous boards. As far back as last January we in the Teamsters' national office in Washington heard rumors that the Board would rule against our union in the "hot cargo" case involving McAllister Transfer, Inc.

The rumors came true 10 months later when a December decision reversed previous Board actions and seriously challenged the entire theory of collective bargaining by ruling that employers could legally abrogate a contract.

ACT DENTED PRINCIPLE

One of the strongest principles of American labor unionism has been the belief that it should not cross a picket line or handle freight to or from a struck employer since by so doing it would become an ally of the strike-breaker. The Taft-Hartley Act, which forbade refusal to serve one's own employer who was dealing with the struck employer, badly dented this principle.

But the Taft-Hartley Act did not forbid an agreement between a union and an employer that its members would not be required to cross picket lines nor handle goods from an unfair employer. Initially, the National Labor Relations Board and the courts upheld such agreements.

The present Board, however, in the McAllister case, still saying that the contract is good, decides that if an employer repudiates his agreement his employees vio-

late the Taft-Hartley Act by refusing to handle "hot" freight.

The Board thus invites employers to repudiate contracts. Yet one of the claimed reasons for the enactment of the Taft-Hartley Act was to make collective bargaining contracts binding.

The McAllister case is being taken to the courts. I urge all local unions and joint councils to do likewise with other patently unfair decisions by the Board.

Such action is necessary because the Board is following a seemingly plotted path of self-destruction, intent on removing itself as a bulwark safeguarding the rights of American working men and women.

Here are some recent examples of Board action which are contrary to all concepts of bargaining in the Twentieth Century:

The Board gave the employer (Blue Flash Express Co.) the right to question workers individually as to whether or not they were members of a union, and their attitude toward the union, during an organizational drive; it reversed a previous ruling and denied the union the right to answer an employer's (Livingston Shirt Corp.) anti-union plea before a captive audience.

BOARD REVERSED ITSELF

It gave another company (National Furniture Manufacturing Co.) the right to announce through its attorney in advance that the company would not deal with a union even if certified; the Board has reversed itself again in ruling that members of an employers' association may lock out all members of a union if one member of the association is struck. Finally, the Board has ruled that employees recognizing a picket line may be discharged.

These are just a few of many instances of the Board's recently acquired anti-union attitude, but perhaps its strongest action against workers has been the gradual yielding of its own powers.

Here we have the strange, almost unheard of, example of a Governmental agency voluntarily cutting its duties by deciding that more and more types of disputes do not come under its jurisdiction.

This trend of anti-unionism must be stopped. We do not expect to win every case, nor any given percentage of them. What we do expect is fairness and unbiased judicial opinions. If our local unions, joint councils and other subordinate bodies must go to the courts to insure such rulings, then they must.

JC 25 BUS SERVES NEEDY CHICAGOANS

KINDNESS and generosity on the part of the 125,000 members of Teamsters Joint Council 25, Chicago, Ill., is destined to add a lot of happiness and hope to the lives of crippled children, disabled war veterans and aged persons in the Chicago area.

A \$25,000 bus for the sole use of these unfortunate people was dedicated to public service in ceremonies on January 11 at Auto Mechanics Hall in Chicago.

The contribution was made by the more than 125,000 members of Teamsters Joint Council 25. Besides the specially-fitted bus, the generous Teamsters will also furnish a driver for the vehicle, when it is used on special occasions by any of the deserving groups.

Speaking at ceremonies dedicating the bus to public service, Joint Council President Ray Schoessling said "we realize that many agencies serving our crippled children, disabled adults and the aged have difficulty transporting these people. The bus being provided by our Joint Council will be available to organizations and agencies serving

these groups. Organizations may apply for use of the bus by telephoning the Joint Council."

Equipment carried by the bus includes a two-way radio, television, a complete power plant, running water and a refrigerator with a complete selection of soft drinks for the youngsters.

Teamster Vice Presidents William A. Lee and John T. O'Brien took

part in ceremonies dedicating the bus to public service.

With Joint Council 25 President Ray Schoessling, Joint Council 25 Executive Board members serving as a special committee handling the dedication ceremonies were the following council officers: Vice President John Thibeau; Secretary-Treasurer John F. Ryan; Recording-Secretary William M. Hicks and Trustees Daniel J. Colucio, Larry Monahan and H. E. "Bill" Wood.

Don Burrows, business manager of Auto Mechanics Local 701, was host at a buffet luncheon following dedication of the new bus.



Crippled children from Chicago's Spalding School enjoy their first ride in the bus contributed by Joint Council 25 members. The youngsters are accompanied by Chicago Federation President William Lee and President Ray Schoessling of Joint Council 25.



Chicago Teamsters at the dedication ceremonies. In the center of the picture are John Thibeau, vice president of JC 25; John F. Ryan, secretary; Thomas J. Haggerty, secretary-treasurer of Milk Wagon Drivers Local 753; William L. McFetridge, AFL vice president, representing the Chicago Park District; Ray Schoessling, council president; Chicago Federation President William Lee; and Larry Monahan, council trustee. The driver, kneeling, is Fred Jorgensen, a 40-year member of Teamsters Local 744.

TEAMSTER TOPICS

A Million Safe Miles

A Teamster with safety foremost in his mind has received \$300 in war bonds as reward for the consideration and courtesy which helped him amass a record of one million miles of trailer truck driving without a chargeable accident.

The lucky and deserving driver is George P. Petrulis, a member of Local 653 of Brockton, Mass., and an employee of New England Transportation Company there.

"Big George," a 6-foot 3-inch, 220 pounder, said that when he started working for the company 25 years ago he made up his mind to set a record for himself.

"You have to keep your temper . . . be polite and courteous all the time," he explained. "Otherwise you're liable to have an accident. That's the secret. My philosophy is defensive driving, that is, be prepared for the other driver's mistakes.

"That's why I always give the

other driver the right of way at an intersection, signal when I'm making a turn, stop to let pedestrians cross the street."

George Petrulis has been president of Local 653 for the past nine years and is past president of the Brockton Building Trades Council.

Teamster-Student Grads

More than 30 Local 200 Teamster-students have graduated from the University of Wisconsin School for Workers class for stewards.

The Milwaukee members each received handsome certificates from the director of the school, Robert Ozanne, who called the class one of the hardest working and most responsive classes ever held by the school.

The principal speaker of the graduation dinner, District Judge Robert Hansen highly praised the hard work and achievement of the Local 200 members and the entire labor movement in the Milwaukee area.

Judge Hansen described the American labor movement as the country's chief defense against the extremes of communism and fascism.

Southern Wisconsin Drive

The Teamsters' Union and the AFL Laundry Workers' Union have joined forces in and around Racine, Wis., to organize the entire laundry and dry cleaning industry in Southern Wisconsin.

The two forces have called for support from other AFL and CIO affiliates in the territory to cooperate in the drive to bring the more than 3,000 unorganized workers in the laundry and dry cleaning business into organized labor.

Burning, Not Smoking

Two Local 162 members were slightly burning recently over a kindly drunk's handout, but they didn't smoke the cigarettes the man forwarded to them.

The two Portland drivers, Umberto Giacchero and Hugh Perkins, stopped off at an inn for breakfast wearing their striped coveralls and jackets. Soon a policeman dropped over to sit by them and inquire about road conditions.

A tipsy man at the inn noticed the two men sitting with the cop and, when the policeman left to make a phone call, walked over and asked if they were prisoners.

"Yep—we're prisoners," one answered, "but the copper is taking good care of us."

The guzzler left and intercepted the patrolman to hand him a half dollar. "How about buying those two fellows each a pack of smokes," he asked.

The officer gave the two drivers the money and they all had a laugh, then passed the tip on to the waitress.

Both men are Safeway drivers and Giacchero holds a 30-year Teamsters' pin.



Pierre Dumaine, president of the New England Transportation Company of Brockton, Mass., presents Driver George Petrulis three \$100 defense bonds as Mrs. Petrulis stands by smiling proudly. Petrulis completed his millionth mile without chargeable accident.

J. C. 25 Honored

Locals and members of Joint Council 25 received glowing praise for their part in making the Chicago Community Fund Campaign a success in 1954.

Cited for particular recognition were Ray Schoessling, J. C. 25 president; and Harold Keller, Local 744 steward. Keller served as labor representative in accepting a king-sized "Oscar" award for Pepsi-Cola Bottling Company, named the fund's company of the year.

With 96 per cent participation in the red feather drive, the bottling company's employees contributed seven times as much as they had in 1953, attaining an average per worker of \$7.42. Local 744 office workers reported 100 per cent participation in the campaign.

Eskil I. Bjork, chairman of the 1954 drive, called organized labor's effort for the 177 health and welfare agencies benefiting from the fund "splendid."

United Fund Leaders

The top AFL local union in contribution to the 1954 Philadelphia United Fund was Food Driver Salesman Local 463 and the second highest contributor was Cab Drivers



E. J. Bjork, general chairman of the Chicago Community Fund Campaign, presents "Oscar" to Harold Keller, Local 744, steward, and E. E. Beisel, president of Pepsi-Cola, named company of the year when employees gave an average of \$7.42 each.

Local 156, officials of the Community Chest reported.

It was the fifth straight year that the food drivers have led the area in the United Fund drive and Local 156 has been among the top five in each of these years.

Highway Program

(Continued from page 9)

suggestions as to how local governments may raise funds to do their share of the program."

Concluding its report, the committee said that "... it has found a preponderant opinion that our present highway system is inadequate for existing traffic, that improvements are not keeping pace with increasing traffic, and that the cost of an inadequate system is high not only in wear and tear on the automobile, but also in accidents and loss of life.

"At present, approximately \$47 billion is expected to be spent on highway improvement during the next ten years as compared with \$101 billion needed to modernize our highway system. The committee believes that about half of this deficit of \$54 billion should be assumed by the Federal Government. The half which represents the cost of a fully modernized network of highways connecting our most important cities, known as the National System of Interstate Highways, together with important feeder routes in congested population areas, can be fully justified as a Federal responsibility."



Albert J. Nesbitt, chairman of the board of the Philadelphia United Fund, is flanked by two members of organized labor which aided greatly the 1954 drive. At left, is Norman Blumberg, business manager of the Philadelphia central labor union, and at right, is Albert Sabin, of Food Driver Salesmen Local 463, the top contributor.

teamster actor

We have many members in the International Union with interesting hobbies or avocations, but probably none more fascinating than that of John Merton, Local 578 driver of Hollywood, Calif.

Teamster Merton has been an actor for the past 25 years in Hollywood in the legitimate theater and on television.

Perhaps you have seen John Merton on more than one occasion, particularly if you have children who are still western fans, because the versatile Merton frequently slips into the cast, usually as the show's villain.

But even if you don't watch television, you probably have seen Merton in one or more of the many movie or stage productions he has appeared in during the past quarter century.

Of all the large and small parts Merton has been able to cram into a lifetime of stagemanship, the part

he likes to play most of that of Joseph in the Annual Nativity Play at Santa Monica. The play ran from December 1 through December 12 this year at the Southern California city.

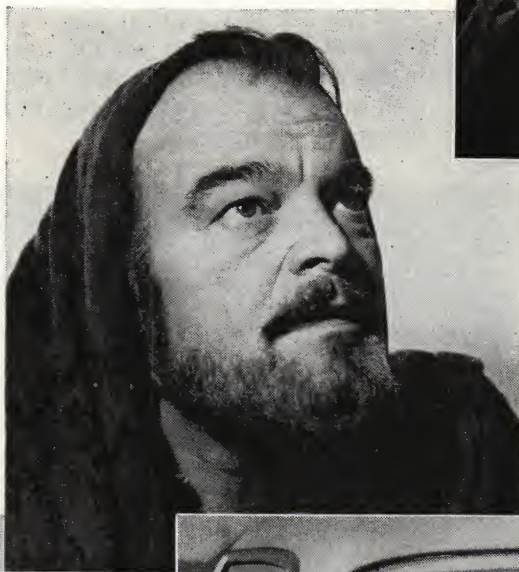
Merton wheels a truck for the Wholesale Supply Company in Hollywood between parts.



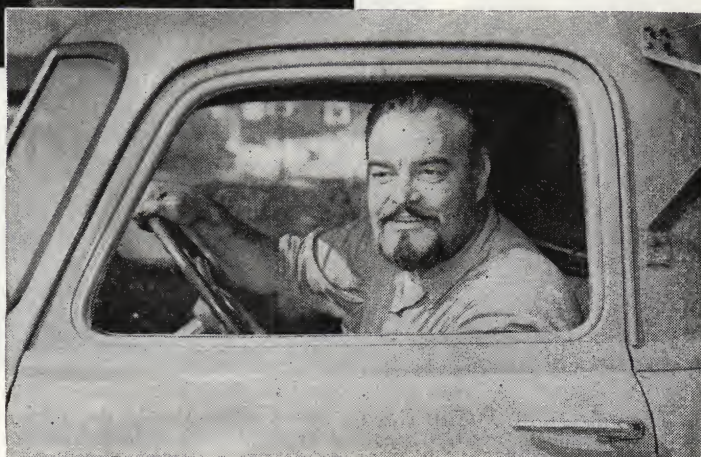
Another role, another face. Here the versatile Merton is Teddy of Arsenic and Old Lace fame.

Made up as Joseph in the annual Santa Monica Nativity Play—Merton's favorite role of the many which he has played.

No, not Ernest Hemingway on an African safari—Teamster Merton at wheel of truck.



Looking as if he had just robbed the stage coach at Dry Gulch, Merton is here made up as a TV badman.



WHAT'S NEW?

Breaks Both Beads With Tire Mounted

With the tire still on the vehicle, a new bead-breaker produced in California breaks both tires beads at the same time and, according to the manufacturer, will handle all sizes and types of passenger car tires. Actuated by tire inflating air pressure, this new tire tool is completely portable and works equally well if used with a tire changer or with the wheel on the ground.

The beads on tubeless tires, white side-walls and tires mounted on safety rims present no problems to this bead-breaker, shaped like an oversized C clamp and adjustable to fit over any size passenger or light truck tire. Slipped over the tire to be changed, air pressure is then inserted in the device through the air valve at the end of the attached cylinder. The jaws of the breaker then close pushing the bead away from the rim as the pressure increases.

Power Take-Off Under Truck Cab

Power can be taken either from the front or rear of the gear box with a new variable speed power take-off that has been designed for mounting beneath a truck cab. This advantage renders the unit more closely available for all power-operated devices and because of its location beneath the cab, the take-off permits a shorter truck wheelbase and easier access to the drive. Both the main truck transmission ratios and the final ratios in the take-off are the same.

Traction Plates Flex With Tires

Traction under all mud, snow and ice conditions is claimed by the manufacturer of a set of easily-applied spring steel traction plates which attach to a boss-spacer between a truck's dual driving wheels. Designed to be installed in a matter of minutes by the drivers on their own tractor, the plates feature an ability to flex with the tires to provide vibrationless operation at normal speeds.

2-Way Radio Generator Adapts to Cold Weather

A prominent Ohio firm has announced a high-output generator with a built-in margin of safety, especially designed for

users of two-way radio systems. Available with two pulleys, one for use in the city and one in the country, the generator adapts itself to extremes in weather conditions. Having a maximum output of 50 amp under normal operating temperatures, the generator's maximum is upped to 60 amp in cold weather by using the generator with a voltage regulator that has a temperature-compensated current limiting unit.

Cooling System Cleaner Requires No Flushing

Dissolution of rust, grease and scale are said to be accomplished without need for reverse flushing according to a Massachusetts manufacturer with their automotive cooling system cleaner complete in one package and now being marketed. The unit consists of a double-end, 18-ounce cannister which contains both the cleaner and the neutralizer.

Hydraulic Lift For Front Bumper

For all shop, driveway or road service requirements where a full one-end lift is necessary, is a new hydraulically-operated one-end bumper lift. Capable of raising cars or light trucks from 8¼ to 31 inches off the ground, the lift has a full-rated 3,000 pounds capacity and features the three-position twin safety dogs to provide unfailing safety under load. The safety catches are disengaged by a handy control knob which also releases hydraulic pressure for lowering.

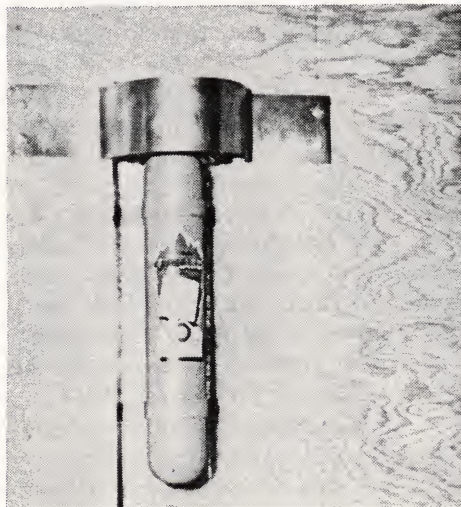
Less Cancelling With Turn Signal Switch

The turn signal will not cancel until the turn is completed with a new direction switch that permits change in direction of the front wheels without cancelling the indicator operator. Available with both regular and offset brackets, the switch incorporates a feature by which the green flasher bulb in the switch does not light if a signal light in either the front or rear of the vehicle burns out. Also the turn signal sets of other manufacturers can be used with the switches.

Shoe Designed for Driving Comfort

A shoe, especially designed for driving comfort, has recently been introduced by a nation-wide chain of retail stores. Specifically constructed for use on brake, clutch or gas-pedal with new ease and comfort and without the foot-ache and fatigue usually following many hours behind the wheel, the shoe is built on a new principle. The sole has been cut away from the heel to give greater shoe-flexibility and freedom which, says the manufacturer, is as flexible as the foot itself. This, combined with the greater toe-mobility attained by the shoe's soft, supple leather, spells good news for the foot-weary trucker. In addition, a new sole tread gives a non-slip grip on the brake or clutch and the two-eyelot fastening style make the shoe an attractive wardrobe item excellent also for leisure-time or lounging activities, as well as driving.

Fire Alarm Boosts Trailer Safety



A low-cost, self-powered fire alarm system can now appreciable increase safety from fires breaking out in the trailer. A typical semi-trailer installation is shown in illustration above left of the unit that shrieks its piercing warning scream through the outlet in the front of the trailer (above, right) to warn driver when



fire breaks out inside the cargo cabin.

The shield over the fire alarm's horn protects it from weather and insects and deflects its 95-decibel warning toward the cab. The units are powered by harmless Freon gas and blast their warning from 10 to 15 minutes when temperature inside the trailer reaches 136 degrees F.

D. C. Milk Drivers

(Continued from page 19)

proof box was set into the cornerstone. In the box had been placed numerous items about the local union and the joint council. The roster of the local, by-laws and other data of the time were included in the mementos placed in the cornerstone, to be opened at some future date.

In his remarks as he placed the mortar on the stone, Secretary English said that the building would be a monument for years to come to the courage and energy of the Milk Wagon Drivers local union. Also attending the ceremonies were Vice President Einar Mohn, division directors from the International Office and from the Eastern Conference of Teamsters.

Industry Opposes Rail Trucking

(Continued from page 4)

Illinois to Texas and from Tennessee to Colorado. As a result of this action, officials of many other railroads are setting up a clamor for an immediate end of such curbs on their trucking authority.

Here are several examples of the growing trend toward railroad-truck operations:

The Santa Fe Trail Transportation Company, one of several trucking arms of the Atchison, Topeka and Santa Fe Railway, is currently seeking authority to expand service in Kansas, Oklahoma and Colorado, three of the five states in which it operates. It's seeking to truck freight straight through from Wichita or Hutchinson, Kans. to Pueblo, Colo., without the now-required transfer to or from a rail car at Dodge City.

The New York Central Railroad, in a similar request, is asking permission of the Ohio Public Utilities Commission to substitute truck service for some of its rail service in that state.

Southern Pacific's truck fleet has expanded from 1,500 in 1948 to 2,300 at present.

The contract for the building costing \$517,323 was signed last June. The building, 66 by 120 feet, consists of four stories and basement and will be built of reinforced concrete with granite base, limestone and brick masonry exteriors. The building will be air-conditioned. The building is located a few squares from the Teamsters' building now under construction by the International. The Milk Wagon Drivers will occupy part of the building and the remainder will be rented as income-producing property.

Officers of the local union include Herbert Koehne, president; Charles W. Fuller, vice president; Eugene R. Hubbard, secretary-treasurer; Vernon F. Reed, recording secretary; William E. Clark, John Kirkpatrick and Joseph Gensor, trustees.

Other railroads deep in the trucking business include the Pennsylvania, Missouri Pacific, Great Northern and Gulf, Mobile and Ohio.

Teamster Seeks Chicago Mayorship

Organized labor in Chicago is booming a Teamster, Richard J. Daley, member of Bakery Drivers' Local 734, for mayor of the Windy City. Mr. Daley was endorsed by the Chicago Federation of Labor at its first 1955 meeting January 4.

Vice President William A. Lee heads the AFL committee for Daley. The primary election for the mayoralty will be held February 22 in Chicago. Endorsement by the Chicago Federation of Labor was followed by strong support from Teamsters' Joint Council 25 when representatives of 48 locals representing 125,000 members came out for the Bakery driver from L. U. 734.

In his campaign statements Candidate Daley has drawn attention to the need for vigorous leadership in municipal affairs with strong action needed in transportation, policy and housing problems.

Daley has served in the Illinois legislature, as director of the state's revenue department and as Cook County clerk.

Interstate Barriers

(Continued from page 22)

President expects will be the gross national product in a single year within the next decade.

SPEAKS IN DUAL ROLE

Mr. Mullady addressed the group as a farmer, as well as a representative of a partner industry. He was introduced by L. J. Quasey, committee chairman and commerce counsel for the National Live Stock Producers Association. Mr. Quasey told of Mr. Mullady's childhood on an Illinois farm and how farming is still a major activity of the trucking executive. The former ATA president raises Hampshire hogs and recently sold a sow, "Lochinvar Lil" for a record-breaking \$5,000.

"Our industries have a great deal in common," Mr. Mullady told the group. "Trucks have widened the market for farm products through their flexible operation and have opened new markets for less-carload lots which could not be absorbed economically by many commodities. Farmers own approximately 30 per cent of all trucks. In Illinois alone farmers use 97,000 trucks."

The trucking industry, he stated, is cognizant of the fact an expanded highway program will call for adjustments in the user tax scale. It stands ready to meet its "fair" share of such expenses but objects to any all-inclusive, arbitrary demand for "more" taxes, he said. It objects also to the collection of taxes from highway users for non-highway purposes, he declared.

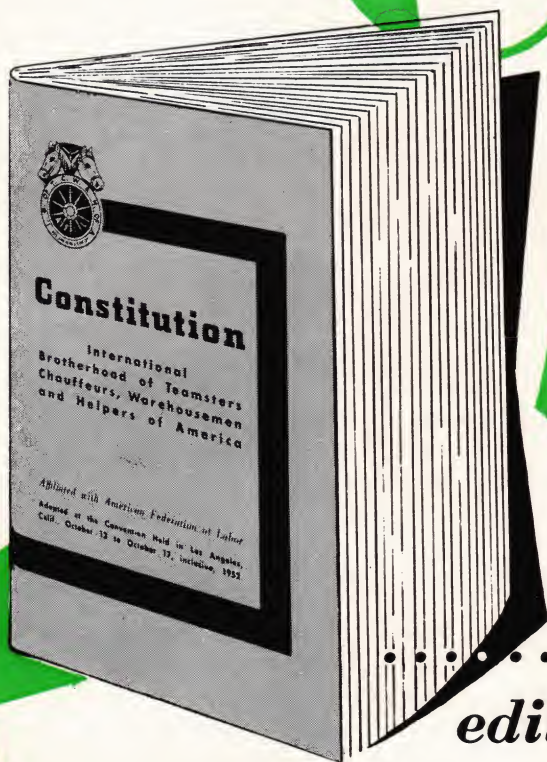
Turning to another subject, Mr. Mullady said that if the much ballyhooed trailer-on-flatcar system is a practical means of transportation no one will ever stop it, but if it proves impractical "no amount of propaganda will make it work." Without referring to his production of farm animals, he said that he objects to the moniker under which "piggy-back" travels, but that he will not oppose use of the method if it can be shown to be a truly progressive step in the evolution of commerce.

—Reprinted from *Transport Topics*.

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